

Corporate History of  
San Pedro, Los Angeles & Salt Lake  
Railroad Company

As of  
June 30, 1914

CORPORATE HISTORY  
OF  
SAN PEDRO, LOS ANGELES & SALT LAKE RAILROAD COMPANY  
AS OF  
JUNE 30, 1914

Compiled in Office of  
R. D. Perkins  
Valuation Engineer,  
Los Angeles, California,  
May 1916

Copied in Office of  
Valuation Officer,  
Union Pacific System,  
Omaha, Nebraska,  
May 1925

## C-O-N-T-E-N-T-S

	PAGES
Introduction	2
Copy of Valuation Order No. 20	3
Index	4
Narrative History	5
Schedule of Instruments	
Corporate History	58-59

## INTRODUCTION

SAN PEDRO, LOS ANGELES &amp; SALT LAKE RAILROAD COMPANY

-----

## CORPORATE HISTORY

AS OF DATE OF VALUATION - JUNE 30, 1914

-ooOoo-

This statement of the Corporate History of San Pedro, Los Angeles & Salt Lake Railroad Company and its predecessors in interest has been prepared in compliance with requirements of Valuation Order No. 20, "Corporate History" issued by the Interstate Commerce Commission on May 13, 1915, in re Federal Valuation of the railroads of the United States.

The Chart number and the Place number appearing at the upper right hand corner of the first sheet of the narrative for the respondent company and for each of its predecessors refer to the corporate chart attached hereto as part of the returns.

The Chart numbers are arranged chronologically, the oldest corporation being numbered one.

The Place numbers indicate position on the chart and appear thereon consecutively from top to bottom and from left to right.

The narratives showing history of the various corporations appear in the order of their respective place numbers.

-ooOoo-

## INTERSTATE COMMERCE COMMISSION

## ORDER

At a General Session of the INTERSTATE COMMERCE COMMISSION, held at its office in Washington, D. C., on the 13th day of May, A. D. 1915.

## CORPORATE HISTORY.

It is ordered, That every common carrier owning or operating a steam railroad, whose property is to be valued by the Commission under the valuation act of March 1, 1913, and every receiver or operating trustee of any such carrier, shall prepare and file in the office of the Commission at Washington, D. C., on or before six months after the service of this order upon it, a statement showing the following facts as to each corporation, company, or firm, at any time connected with said railroad:

1. Give name of corporation, company, or firm; date of incorporation, and date of organization. If corporation, state whether incorporated under general law or by special act. If incorporated under general law, state where articles of incorporation were filed. If incorporated by special act, give reference to the act.

2. Describe the railroad, or portion of railroad, constructed by each corporation, company, or firm, and show as to each such railroad, or portion of railroad, as so constructed, the termini, the mileage of main line, the mileage of any branch, or branches, and the date of construction.

3. State length of time any such railroad, or portion of railroad, was actually operated by any such corporation, company, or firm, giving, in each instance, date of beginning and date of conclusion of such operation.

4. If any such corporation has gone out of existence, describe the proceedings by virtue of which the dissolution took place. If any such corporation is still in existence, state where its records are kept and give name and address of person who has custody of them.

5. State fully the chain of title by which the present corporation has acquired the property which it now owns or operates. In this connection, prepare and file with the Commission, as aforesaid, a schedule of all deeds, leases, reorganization proceedings and other instruments bearing upon the corporate history, and assemble and arrange the same for inspection and examination by representatives of the Commission.

The carrier shall file with the Commission copies of the above documents and records or extracts from the same as may be designated by the Director of Valuation within 30 days after notice.

6. Prepare and file with the Commission a diagrammatic chart similar to, and containing information like that given on the sample chart hereto attached.

By the Commission

GEORGE E. MCGINTY,  
Secretary.

## I-N-D-E-X

-oOo-

	SYMBOL OR CHART NUMBER	PLACE NUMBER	PAGE NUMBER
Atchison, Topeka & Santa Fe Railway Company (lease) ..	25	4	54
Atchison, Topeka & Santa Fe Railway Company (lease) ..	28	6	57
Caliente & Pioche Railroad Company .....	26	14	55
Denver & Rio Grande Railroad Company (lease) .....	27	5	56
Los Angeles & Glendale Railroad Company.....	9	15	20
Los Angeles & Pasadena Railroad Company.....	8	18	19
Los Angeles, Pasadena & Glendale Railway Company.....	12	16	24-25
Los Angeles, & Raymond Railway Company .....	11	19	23
Los Angeles Terminal Railway Company.....	15	17	30
Los Angeles Terminal Railway Company.....	16	8	31-32
Nevada Pacific Railway Company .....	13	23	26-27
New East Tintic Railway Company.....	17	12	33
Oregon Short Line & Utah Northern Railway Company.....	14	20	28-29
Oregon Short Line Railroad Company.....	18	11	34-35- 36
Oregon Short Line Railroad Company (lease).....	24	3	53
Pasadena Railway Company.....	10	7	21-22
Salt Lake Sevier Valley & Pioche Railroad Company .....	2	27	7-8
Salt Lake & Western Railway Company (Of Utah).....	6	22	15-16
San Pedro, Los Angeles & Salt Lake Railroad Company...	21	1	39 to 50 Incl.
Southern Pacific Company (lease).....	23	2	52
Utah Central Railway Company.....	7	25	17-18
Utah & Nevada Railway Company (The).....	5	21	13-14
Utah, Nevada & California Railroad Company (Of Nevada)	20	10	38
Utah, Nevada & California Railroad Company, (Of California)	22	9	51
Utah & Pacific Railroad Company.....	19	13	37
Utah Southern Railroad Company.....	1	24	5-6
Utah Southern Railroad Extension.....	4	26	11-12
Utah Western Railway Company (The).....	3	28	9-10

-oOo-

## UTAH SOUTHERN RAILROAD COMPANY

CHART NO. 1  
PLACE NO. 24

Name of Corporation - Utah Southern Railroad Company.

Date of Organization - January 17th, 1871.

Date of Incorporation - February 5th, 1871.

Incorporated Under Laws of the Territory of Utah.

(a) General Laws - General Laws.

Articles of Incorporation Filed - Secretary of Territory of Utah.

(b) Special Act - - - - -

Description of railroad constructed by above Corporation:

TERMINI		MILEAGE	DATE OF CONSTRUCTION
FROM	TO		
Salt Lake City, Utah	to Juab, Utah	102.35	May 1871 to June 13, 1879

NOTE:- Construction was not continuously carried on, but line was extended from time to time.

Length of time operated by above named Corporation:

TERMINI				DATE FROM	DATE TO
FROM	TO				
Salt Lake City, Utah	Point of Mountain, Utah	.....	August 9, 1872	July 1, 1881	
"	"	"	American Fork, Utah	Sept. 23, 1873	
"	"	"	Provo, Utah	Nov. 25, 1873	
"	"	"	York, Utah	Feb. 16, 1875	
"	"	"	Juab, Utah	June 13, 1879	

If Corporation is not in existence describe proceeding by which dissolved.

Utah Southern Railroad Company consolidated with Utah Southern Railroad Extension, Symbol No. 4, and The Utah Central Railroad Company, on July 1, 1881, to form the Utah Central Railway Company Symbol No. 7.

## UTAH SOUTHERN RAILROAD COMPANY (CONTINUED)

Chain of title by which present Corporation has acquired the property which it now owns or operates:

Articles of Consolidation dated July 1, 1881, consolidating Utah Southern Railroad Company, Symbol No. 1, Utah Southern Railroad Extension, Symbol No. 4, and The Utah Central Railroad Company (which latter corporation owned lines of railroad that did not ultimately become a part of the property of the San Pedro, Los Angeles & Salt Lake Railroad Company, Symbol No. 21), to form the Utah Central Railway Company, Symbol No. 7.

Articles of Consolidation dated August 1, 1889, consolidating The Utah & Nevada Railway Company, Symbol No. 5, Salt Lake & Western Railway Company, Symbol No. 6, Utah Central Railway Company, Symbol No. 7, Nevada Pacific Railway Company, Symbol No. 13, and other corporations (which other corporations owned lines of railroad that did not ultimately become a part of the property of the San Pedro, Los Angeles & Salt Lake Railroad Company, Symbol No. 21) to form the Oregon Short Line & Utah Northern Railway Company, Symbol No. 14.

Deed dated February 23, 1897, conveying property of the Oregon Short Line & Utah Northern Railway Company, Symbol No. 14, to the Oregon Short Line Railroad Company, Symbol No. 18.

Deed dated June 18, 1903, conveying certain properties of the Oregon Short Line Railroad Company, Symbol No. 18, to the San Pedro, Los Angeles & Salt Lake Railroad Company, Symbol No. 21.

## SALT LAKE SEVIER VALLEY &amp; PIOCHE RAILROAD COMPANY.

CHART NO. 2  
PLACE NO. 27

Name of Corporation - Salt Lake Sevier Valley &amp; Pioche Railroad Company.

Date of Organization - May 1872

Date of Incorporation - May 1872

Incorporated Under Laws of the Territory of Utah.

(a) General Laws - General Laws.

Articles of Incorporation Filed - Secretary of Territory of Utah.

(b) Special Act - - - - -

Description of railroad constructed by above Corporation:

This Company did not construct any lines of railroad, but surveyed and located a route from Salt Lake City to Tintic, Utah.

Length of time operated by above named Corporation:

This Company did not operate any lines of railroad.

If Corporation is not in existence describe proceeding by which dissolved:

Property of Salt Lake Sevier Valley & Pioche Railroad Company was sold June 15, 1874, to the Utah Western Railway Company, Symbol No. 3.

Chain of title by which present Corporation has acquired the property which it now owns or operates:

Property of Salt Lake Sevier Valley & Pioche Railroad Company, Symbol No. 2, was sold June 15, 1874, to the Utah Western Railway Company, Symbol No. 3.

Property of the Utah Western Railway Company, Symbol No. 3, was sold under mortgage foreclosure and conveyed by deed dated April 30, 1881, to the Utah & Nevada Railway Company, Symbol No. 5.

## SALT LAKE SEVIER VALLEY &amp; PIOCHE RAILROAD COMPANY (CONTINUED)

Articles of Consolidation dated August 1, 1889, consolidating The Utah & Nevada Railway Company, Symbol No. 5, Salt Lake & Western Railway Company, Symbol No. 6, Utah Central Railway Company, Symbol No. 7, Nevada Pacific Railway Company, Symbol No. 13, and other corporations, (which other corporations owned lines of railroad that did not ultimately become a part of the property of the San Pedro, Los Angeles & Salt Lake Railroad Company, Symbol No. 21) to form the Oregon Short Line & Utah Northern Railway Company, Symbol No. 14.

Deed dated February 23, 1897, conveying property of the Oregon Short Line & Utah Northern Railway Company, Symbol No. 14, to the Oregon Short Line Railroad Company, Symbol No. 18.

Deed dated June 18, 1903, conveying certain properties of the Oregon Short Line Railroad Company, Symbol No. 18, to the San Pedro, Los Angeles & Salt Lake Railroad Company, Symbol No. 21.

## THE UTAH WESTERN RAILWAY COMPANY.

CHART NO. 3  
PLACE NO. 28

Name of Corporation - The Utah Western Railway Company.

Date of Organization - June 15, 1874.

Date of Incorporation - June 15, 1874.

Incorporated Under Laws of the Territory of Utah.

(a) General Laws - General Laws.

Articles of Incorporation Filed - Secretary of the Territory of Utah.

(b) Special Act - - - - -

Description of railroad constructed by above Corporation:

TERMINI		MILEAGE	DATE OF CONSTRUCTION
FROM	TO		
Salt Lake City, Utah	Terminus, Utah	37.24	June 15, 1874 Feb., 1875.

NOTE:- This was a narrow gauge line.

Sept 10, 1877

Half way House

Length of time operated by above named Corporation:

TERMINI		DATE FROM	DATE TO
FROM	TO		
Salt Lake City, Utah	Terminus, Utah	February 1875	April 30, 1881

If Corporation is not in existence describe proceeding by which dissolved:

Property of the Utah Western Railway Company was conveyed by deed April 30th, 1881, to The Utah & Nevada Railway Company, Symbol No. 5.

Chain of title by which present Corporation has acquired the property which it now owns or operates:

Deed dated April 30th, 1881, conveying property of The Utah Western Railway Company, Symbol No. 3 to The Utah & Nevada Railway Company, Symbol No. 5.

Articles of Consolidation dated August 1, 1889, consolidating The Utah & Nevada Railway Company, Symbol No. 5, Salt Lake & Western Railway Company, Symbol No. 6, Utah Central Railway Company, Symbol No. 7, Nevada Pacific Railway Company, Symbol No. 13, and other corporations (which other corporations owned lines of railroad that did not ultimately become a part of the

## THE UTAH WESTERN RAILWAY COMPANY (CONTINUED)

property of the San Pedro, Los Angeles & Salt Lake Railroad Company, Symbol No. 21) to form the Oregon Short Line & Utah Northern Railway Company, Symbol No. 14.

Deed dated February 23, 1897, conveying property of the Oregon Short Line & Utah Northern Railway Company, Symbol No. 14 to the Oregon Short Line Railroad Company, Symbol No. 18.

Deed dated June 18, 1903, conveying certain properties of the Oregon Short Line Railroad Company, Symbol No. 18, to the San Pedro, Los Angeles & Salt Lake Railroad Company, Symbol No. 21.

## UTAH SOUTHERN RAILROAD EXTENSION.

CHART NO. 4  
PLACE NO. 26

Name of Corporation - Utah Southern Railroad Extension.

Date of Organization - Unknown.

Date of Incorporation - January 11, 1879.

Incorporated Under Laws of the Territory of Utah.

(a) General Laws - General Laws.

Articles of Incorporation Filed - Secretary of the Territory of Utah.

(b) Special Act. - - - - -

Description of railroad constructed by above Corporation:

TERMINI		MILEAGE	DATE OF CONSTRUCTION
FROM	TO		
Juab, Utah	Frisco, Utah	137.24	Year 1879 - June 23, 1880

Length of time operated by above named Corporation:

TERMINI		DATE FROM	DATE TO
FROM	TO		
Juab, Utah	Deseret (now Oasis) Utah	<i>late Oct 1879</i> During 1879 to July 1, 1881	
Deseret, Utah	Milford, Utah	May 15, 1880 to July 1, 1881	
Milford, Utah	Frisco, Utah	June 23, 1880 to July 1, 1881	

If Corporation is not in existence describe proceeding by which dissolved:

Utah Southern Railroad Extension consolidated with Utah Southern Railroad Company, Symbol No. 1, and The Utah Central Railroad Company, on July 1, 1881, to form the Utah Central Railway Company, Symbol No. 7.

Chain of title by which present Corporation has acquired the property which it now owns or operates:

Articles of Consolidation dated July 1, 1881, consolidating Utah Southern Railroad Company, Symbol No. 1, Utah Southern Railroad Extension, Symbol No. 4, and The Utah Central Railroad Company (which latter Corporation owned lines of railroad that did not ultimately become a part of the property of the San Pedro, Los Angeles & Salt Lake Railroad Company, Symbol No. 21) to form the Utah Central Railway Company, Symbol No. 7.

## UTAH SOUTHERN RAILROAD EXTENSION (CONTINUED)

Articles of Consolidation dated August 1, 1889, consolidating The Utah & Nevada Railway Company, Symbol No. 5, Salt Lake & Western Railway Company, Symbol No. 6, Utah Central Railway Company, Symbol No. 7, Nevada Pacific Railway Company, Symbol No. 13, and other corporations (which other corporations owned lines of railroad that did not ultimately become a part of the property of the San Pedro, Los Angeles & Salt Lake Railroad Company, Symbol No. 21) to form the Oregon Short Line & Utah Northern Railway Company, Symbol No. 14.

Deed dated February 23, 1897, conveying property of the Oregon Short Line & Utah Northern Railway Company, Symbol No. 14 to the Oregon Short Line Railroad Company, Symbol No. 18.

Deed dated June 18, 1903, conveying certain properties of the Oregon Short Line Railroad Company, Symbol No. 18, to the San Pedro, Los Angeles & Salt Lake Railroad Company, Symbol No. 21.

## THE UTAH &amp; NEVADA RAILWAY COMPANY.

CHART NO. 5  
PLACE NO. 21

Name of Corporation - The Utah & Nevada Railway Company

Date of Organization - February 16th, 1881.

Date of Incorporation - February 16th, 1881.

Incorporated Under Laws of the Territory of Utah.

(a) General Laws - General Laws.

Articles of Incorporation Filed - Secretary of the Territory of Utah.

(b) Special Act. - - - - -

Description of railroad constructed by above Corporation:

TERMINI		MILEAGE	DATE OF CONSTRUCTION
FROM	TO		
Saltair Junction, Utah	Saltair, Utah	2.42	During year 1888.

NOTE:- This was a narrow gauge line.

Length of time operated by above Corporation:

TERMINI		DATE FROM	DATE TO
FROM	TO		
Salt Lake City, Utah	Terminus, Utah	July 1, 1881	August 1, 1889
Saltair Junction, Utah	Saltair, Utah	Oct. 17, 1888	August 1, 1889

If Corporation is not in existence describe proceeding by which dissolved:

The Utah & Nevada Railway Company was consolidated on August 1, 1889, with Salt Lake & Western Railway Company, Symbol No. 6, Utah Central Railway Company, Symbol No. 7, Nevada Pacific Railway Company, Symbol No. 13, and other corporations to form Oregon Short Line & Utah Northern Railway Company, Symbol No. 14.

Chain of title by which present Corporation has acquired the property which it now owns or operates:

Articles of Consolidation dated August 1, 1889, consolidating The Utah & Nevada Railway Company, Symbol No. 5, Salt Lake & Western Railway Company, Symbol No. 6, Utah Central Railway Company, Symbol No. 7, Nevada

## THE UTAH &amp; NEVADA RAILWAY COMPANY (CONTINUED)

Pacific Railway Company, Symbol No. 13, and other corporation (which other corporations owned lines of railroad that did not ultimately become a part of the property of the San Pedro, Los Angeles & Salt Lake Railroad Company, Symbol No. 21) to form the Oregon Short Line & Utah Northern Railway Company, Symbol No. 14.

Deed dated February 23rd, 1897, conveying property of the Oregon Short Line & Utah Northern Railway Company, Symbol No. 14, to the Oregon Short Line Railroad Company, Symbol No. 18.

Deed dated June 18, 1903, conveying certain properties of the Oregon Short Line Railroad Company, Symbol No. 18, to the San Pedro, Los Angeles & Salt Lake Railroad Company, Symbol No. 21.

## SALT LAKE &amp; WESTERN RAILWAY COMPANY (OF UTAH)

CHART NO. 6  
PLACE NO. 22

Name of Corporation - Salt Lake &amp; Western Railway Company (of Utah)

Date of Organization - May 1881.

Date of Incorporation - May 30, 1881.

Incorporated Under Laws of the Territory of Utah.

(a) General Laws - General Laws.

Articles of Incorporation Filed - Secretary of the Territory of Utah.

(b) Special Act - - - - -

Description of railroad constructed by above Corporation:

TERMINI		MILEAGE	DATE OF CONSTRUCTION
FROM	TO		
Lehi Junction, Utah	Tintic, Utah	53.52	During 1881 and 1882
Iron-ton, Utah	Silver City, Utah	3.78	During 1882.
Silver City Junction, Utah	Eureka, Utah	3.24	Apr. 8, 1889-Sept. 9, 1889

Length of time operated by above named Corporation:

TERMINI		DATE FROM	DATE TO
FROM	TO		
Lehi Junction, Utah	Tintic, Utah	August 1882	August 1, 1889
Iron-ton, Utah	Silver City, Utah	Year 1882	August 1, 1889

If Corporation is not in existence describe proceeding by which dissolved:

Salt Lake & Western Railway Company (of Utah) consolidated August 1, 1889 with The Utah & Nevada Railway Company, Symbol No. 5, Utah Central Railway Company, Symbol No. 7, Nevada Pacific Railway Company, Symbol No. 13, and other corporations to form Oregon Short Line & Utah Northern Railway Company, Symbol No. 14.

Chain of title by which present Corporation has acquired the property which it now owns or operates:

Articles of Consolidation dated August 1, 1889, consolidating The Utah & Nevada Railway Company, Symbol No. 5, Salt Lake & Western Railway Company, Symbol No. 6, Utah Central Railway Company, Symbol No. 7, Nevada Pacific Railway Company, Symbol No. 13, and other corporations (which other corporations owned lines of railroad that did not ultimately become a part of the property of the San Pedro, Los Angeles & Salt Lake Railroad Company, Symbol No. 21) to:

## SALT LAKE &amp; WESTERN RAILWAY COMPANY (OF UTAH) CONTINUED.

form the Oregon Short Line & Utah Northern Railway Company, Symbol No. 14.

Deed dated February 23rd, 1897, conveying property of the Oregon Short Line & Utah Northern Railway Company, Symbol No. 14, to the Oregon Short Line Railroad Company, Symbol No. 18.

Deed dated June 18, 1903, conveying certain properties of the Oregon Short Line Railroad Company, Symbol No. 18, to the San Pedro, Los Angeles & Salt Lake Railroad Company, Symbol No. 21.

## UTAH CENTRAL RAILWAY COMPANY

CHART NO. 7  
PLACE NO. 25

Name of Corporation - Utah Central Railway Company.

Date of Organization - June 1881.

Date of Incorporation - July 1, 1881.

Incorporated Under Laws of the Territory of Utah.

(a) General Laws - General Laws.

Articles of Incorporation Filed - Secretary of the Territory of Utah.

(b) Special Act. - - - - -

## Description of railroad constructed by above Corporation:

The Utah Central Railway Company did not construct any lines of railroad.

## Length of time operated by above named Corporation:

TERMINI			
FROM	TO	DATE FROM	DATE TO
Ogden, Utah	Salt Lake City, Utah	July 1, 1881	August 1, 1889
Salt Lake City, Utah	Juab, Utah	July 1, 1881	August 1, 1889
Juab, Utah	Frisco, Utah	July 1, 1881	August 1, 1889

## If Corporation is not in existence describe proceeding by which dissolved:

Utah Central Railway Company consolidated on August 1, 1889, with the Utah & Nevada Railway Company, Symbol No. 5, Salt Lake & Western Railway Company, Symbol No. 6, Nevada Pacific Railway Company, Symbol No. 13, and other corporationate form Oregon Short Line & Utah Northern Railway Company, Symbol No. 14.

## Chain of title by which present Corporation has acquired the property which it now owns or operates:

Articles of Consolidation dated August 1, 1889, consolidating The Utah & Nevada Railway Company, Symbol No. 5, Salt Lake & Western Railway Company, Symbol No. 6, Utah Central Railway Company, Symbol No. 7, Nevada Pacific Railway

## UTAH CENTRAL RAILWAY COMPANY (CONTINUED)

Company, Symbol No. 13, and other corporations (which other corporations owned lines of railroad that did not ultimately become a part of the property of the San Pedro, Los Angeles & Salt Lake Railroad Company, Symbol No. 21) to form the Oregon Short Line & Utah Northern Railway Company, Symbol No. 14.

Deed dated February 23rd, 1897, conveying property of the Oregon Short Line & Utah Northern Railway Company, Symbol No. 14, to the Oregon Short Line Railroad Company, Symbol No. 18.

Deed dated June 18, 1903, conveying certain properties of the Oregon Short Line Railroad Company, Symbol No. 18, to the San Pedro, Los Angeles & Salt Lake Railroad Company, Symbol No. 21.

## LOS ANGELES &amp; PASADENA RAILROAD COMPANY

CHART NO. 8  
PLACE NO. 18

Name of Corporation - Los Angeles &amp; Pasadena Railroad Company.

Date of Organization - June 1884.

Date of Incorporation - June 27, 1884.

Incorporated Under Laws of the State of California.

(a) General Laws - General Laws.

Articles of Incorporation Filed - Secretary of State, Sacramento, Calif.

(b) Special Act - - - - -

## Description of railroad constructed by above Corporation:

This Company did not actually construct a line of railroad, but was formed for the purpose of constructing, maintaining and operating a railroad from some point as near as practicable to the general passenger depot of the Southern Pacific Railroad in the City of Los Angeles, by way of the Arroyo Seco, to a point in Pasadena near the Junction of Fair Oaks Avenue and Colorado Street, a distance of about 8 miles.

## Length of time operated by above Corporation:

This Company did not operate any lines of railroad.

## If Corporation is not in existence describe proceeding by which dissolved:

Property of Los Angeles & Pasadena Railroad Company, Symbol No. 8, was sold and conveyed by deed dated April 11, 1891, to Los Angeles Terminal Railway Company, Symbol No. 16.

## Chain of title by which present Corporation has acquired the property which it now owns or operates:

Property of Los Angeles & Pasadena Railroad Company, Symbol No. 8, was sold and conveyed by deed dated April 11, 1891, to Los Angeles Terminal Railway Company, Symbol No. 16.

Deed dated March 5, 1901, conveys property of Los Angeles Terminal Railway Company, Symbol No. 16, to San Pedro, Los Angeles & Salt Lake Railroad Company, Symbol No. 21.

## LOS ANGELES &amp; GLENDALE RAILROAD COMPANY

CHART NO. 9  
PLACE NO. 15

NAME OF CORPORATION - Los Angeles &amp; Glendale Railroad Company.

Date of Organization - Unknown

Date of Incorporation - January 13, 1887.

Incorporated Under Laws of the State of California.

(a) General Laws - General Laws.

Articles of Incorporation Filed - Secretary of State, Sacramento, Calif.

(b) Special Act. - - - - -

Description of railroad constructed by above Corporation:

FROM	TERMINI	TO	MILE-AGE	DATE OF CONSTRUCTION
Downey Avenue, in City of Los Angeles-Glendale, Calif.			6.50	During Year 1887

NOTE:- This was a narrow gauge line.

Length of time operated by above named Corporation:

FROM	TERMINI	TO	DATE FROM	DATE TO
Downey Avenue, in city of Los Angeles-Glendale, Calif.			March 1888.	January 2, 1891

If Corporation is not in existence describe proceeding by which dissolved:

Los Angeles & Glendale Railroad Company was consolidated on January 2<sup>d</sup>, 1891, with Los Angeles, Pasadena & Glendale Railway Company, Symbol No. 12, and Los Angeles Terminal Railway Company, Symbol No. 15, to form Los Angeles Terminal Railway Company, Symbol No. 16.

Chain of title by which present Corporation has acquired the property which it now owns or operates:

Articles of Consolidation dated January 2<sup>nd</sup>, 1891, consolidating Los Angeles & Glendale Railroad Company, Symbol No. 9, Los Angeles, Pasadena & Glendale Railway Company, Symbol No. 12 and Los Angeles Terminal Railway Company, Symbol No. 15, to form Los Angeles Terminal Railway Company, Symbol No. 16.

Deed dated March 5, 1901, which conveys property of Los Angeles Terminal Railway Company, Symbol No. 16, to San Pedro, Los Angeles & Salt Lake Railroad Company, Symbol No. 21.

## PASADENA RAILWAY COMPANY.

CHART NO. 10  
PLACE NO. 7

Name of Corporation - Pasadena Railway Company

Date of Organization - November 27, 1886

Date of Incorporation - March 3rd, 1887

Incorporated Under Laws of the State of California.

(a) General Laws - General Laws.

Articles of Incorporation Filed - Secretary of State, Sacramento, Calif.

(b) Special Act - - - - -

Description of railroad constructed by above Corporation:

TERMINI		MILEAGE	DATE OF CONSTRUCTION
FROM	TO		
Raymond, California	Altadena, Calif.	7.25 Main Line	During 1887

NOTE:- This was a standard gauge line.

Length of time operated by above named Corporation:

TERMINI		DATE FROM	DATE TO
FROM	TO		
Raymond, Calif.	Altadena, Calif.	March 1888	Dec. 31, 1889
Operated by Los Angeles, Pasadena & Glendale Railway Company, Symbol No. 25, under lease dated November 6, 1889.		January 1, 1890	January 1, 1891
Operated By Los Angeles Terminal Ry. Co. Symbol No. 16, successor to Los Angeles Pasadena, & Glendale Railway Company, under above mentioned lease dated November 6, 1889.		January 2, 1891	Sept. 2, 1892.

If Corporation is not in existence describe proceeding by which dissolved:

Property of Pasadena Railway Company conveyed by deed dated September 2, 1892, to Los Angeles Terminal Railway Company, Symbol No. 16

Chain of title by which present Corporation has acquired the property which it now owns or operates:

## PASADENA RAILWAY COMPANY (CONTINUED)

Deed dated September 2, 1892, conveying property of Pasadena Railway Company to Los Angeles Terminal Railway Company, Symbol No. 16.

Deed dated March 5, 1901, which conveys property of Los Angeles Terminal Railway Company, Symbol No. 16, to San Pedro, Los Angeles & Salt Lake Railroad Company, Symbol No. 21.

## LOS ANGELES &amp; RAYMOND RAILWAY COMPANY.

CHART NO. 11  
PLACE NO. 19

Name of Corporation - Los Angeles &amp; Raymond Railway Company.

Date of Organization - September 1887

Date of Incorporation - September 14, 1887.

Incorporated Under Laws of the State of California.

(a) General Laws - General Laws.

Articles of Incorporation Filed - Secretary of State, Sacramento, Calif.

(b) Special Act - - - - -

---

Description of railroad constructed by above Corporation:

This Company did not actually construct a line of railroad, but was formed for the purpose of building a street railway in the County of Los Angeles, State of California, from a point designated as Hill and Chestnut Streets, in the City of Los Angeles to a point at or near the City limits of Pasadena, approximately 7 miles distant.

---

Length of time operated by above named Corporation:

Los Angeles & Raymond Railway Company did not operate any lines of railroad.

---

If Corporation is not in existence describe proceeding by which dissolved:

Property of Los Angeles & Raymond Railway Company, was conveyed by deed dated April 11, 1891, to Los Angeles Terminal Railway Company, Symbol No. 16.

---

Chain of title by which present corporation has acquired the property which it now owns or operated:

Deed dated April 11, 1891, conveying property of Los Angeles & Raymond Railway Company, to Los Angeles Terminal Railway Company, Symbol No. 16.

Deed dated March 5, 1901, which conveys property of Los Angeles Terminal Railway Company, Symbol No. 16, to San Pedro, Los Angeles & Salt Lake Railroad Company, Symbol No. 21.

## LOS ANGELES, PASADENA &amp; GLENDALE RAILWAY COMPANY+

CHART NO. 12  
PLACE NO. 16

Name of Corporation - Los Angeles, Pasadena &amp; Glendale Railway Company.

Date of Organization - February 1889.

Date of Incorporation - March 30, 1889.

Incorporated Under Laws of State of California.

(a) General Laws - General Laws.

Articles of Incorporation Filed - Department of State, Sacramento, Calif.

(b) Special Act. - - - - -

Description of railroad constructed by above Corporation:

TERMINI		MILEAGE	DATE OF CONSTRUCTION
FROM	TO		
Glendale, California.	Verdugo Park, Calif.	1.80 Narrow Gauge	March & July, 1889
Downey Avenue, Los Angeles to connection with Pasadena Ry. Co. in City of Pasadena, California.		6.40 Standard Gauge	Year 1890.

Length of time operated by above named Corporation:

TERMINI		DATE FROM	DATE TO
FROM	TO		
Operated line of Pasadena Ry. Co. from Raymond, California to Altadena, Calif., under lease dated Nov. 6, 1889.	)	January 1, 1890	January 1, 1891
Glendale, California to Verdugo Park, Calif.	)	July 1889	January 2, 1891
Downey Ave, Los Angeles to Pasadena, California.	)	March 1890	January 2, 1891

If Corporation is not in existence describe proceeding by which dissolved:

Los Angeles, Pasadena & Glendale Railway Company, Symbol No. 12, was consolidated on January 2, 1891 with Los Angeles & Glendale Railroad Company, Symbol No. 9, and Los Angeles Terminal Railway Company, Symbol No. 15, to form Los Angeles Terminal Railway Company, Symbol No. 16.

## LOS ANGELES, PASADENA &amp; GLENDALE RAILWAY COMPANY (CONTINUED)

Chain of title by which present Corporation has acquired the property which it now owns or operates:

Articles of Consolidation dated January 2nd, 1891, consolidating Los Angeles & Glendale Railroad Company, Symbol No. 9, Los Angeles, Pasadena & Glendale Railway Company, Symbol No. 12, and Los Angeles Terminal Railway Company, Symbol No. 15, to form Los Angeles Terminal Railway Company, Symbol No. 16.

Deed dated March 5, 1901, which conveys property of Los Angeles Terminal Railway Company, Symbol No. 16, to San Pedro, Los Angeles & Salt Lake Railroad Company, Symbol No. 21.

## NEVADA PACIFIC RAILWAY COMPANY.

CHART NO. 13  
PLACE NO. 23

Name of Corporation - Nevada Pacific Railway Company.

Date of Organization - Unknown

Date of Incorporation - May 13, 1889.

Incorporated Under Laws of the State of Nevada.

(a) General Laws - (Laws providing for the incorporation of railway  
companies and the management of affairs thereof.)  
Articles of Incorporation Filed - - - - -

(b) Special Act - - - - -

Description of railroad constructed by above Corporation:

This Company did not construct any lines of railroad.

LENGTH OF TIME OPERATED BY ABOVE NAMED CORPORATION.

This Company did not operate any lines of railroad.

If Corporation is not in existence describe proceeding by which dissolved:

Nevada Pacific Railway Company was consolidated on August 1, 1889 with Salt Lake & Western Railway Company, Symbol No. 6, Utah Central Railway Company Symbol No. 7, and The Utah & Nevada Railway Company, Symbol No. 5, and other corporations to form Oregon Short Line & Utah Northern Railway Company, Symbol No. 14.

Chain of title by which present Corporation has acquired the property which it now owns or operated:

Articles of Consolidation dated August 1, 1889 consolidating The Utah & Nevada Railway Company, Symbol No. 5, Salt Lake & Western Railway Company, Symbol No. 6, Utah Central Railway Company, Symbol No. 7, Nevada Railway Company Symbol No. 13 and other corporations (which other corporations owned lines of railroad that did not ultimately become a part of the property of the San Pedro, Los Angeles & Salt Lake Railroad Company, Symbol No. 21) to form the Oregon Short Line & Utah Northern Railway Company, Symbol No. 14.

## NEVADA-PACIFIC RAILWAY COMPANY (CONTINUED)

Deed dated February 23, 1897, conveying property of the Oregon Short Line & Utah Northern Railway Company, Symbol No. 14, to the Oregon Short Line Railroad Company, Symbol No. 18.

Deed dated June 18, 1903, conveying certain properties of the Oregon Short Line Railroad Company, Symbol No. 18, to the San Pedro, Los Angeles & Salt Lake Railroad Company, Symbol No. 21.

## OREGON SHORT LINE &amp; UTAH NORTHERN RAILWAY COMPANY

CHART NO. 145  
PLACE NO. 20

Name of Corporation - Oregon Short Line &amp; Utah Northern Railway Company.

Date of Organization - August 1, 1889.

Date of Incorporation - August 1, 1889.

Incorporated Under Laws of Territory of Utah.

(a) General Laws - (Part fourth, Chapter III "Railroad Corporations"  
(Sections 2315 and 2373 of Statutes of Utah Territory.  
Articles of Incorporation Filed - Secretary of Utah Territory.

(b) Special Act - - - - -

Description of railroad constructed by above Corporation:

TERMINI		MILEAGE	DATE OF CONSTRUCTION
FROM	TO		
Silver City, Utah	Northern Spy Mine, Utah	3.03	Aug. 1881 to Feb. 1892
Mammoth Jct. Utah	Mammoth Mill, Utah.	* 1.82	Oct. 1893 to Dec. 1893

\* An undivided one half interest in 5047 Ft. of the above 1.82 miles of main track (from the crossing of the Tintic Range Railway Company, a subsidiary corporation of the Rio Grande Western Railway Company, to the Mammoth Mining Company at Mammoth, Utah), is owned jointly with the Tintic Range Railway Company.

Length of time operated by above named Corporation:

TERMINI		GAUGE	DATE FROM	DATE TO
FROM	TO			
Salt Lake City, Utah	Juab, Utah	Standard	Aug. 1, 1889	March 17, 1897
Juab, Utah	Frisco, Utah	"	" " "	" " "
Salt Lake City, Utah	Terminus, Utah	Narrow	" " "	" " "
Saltair Jct. Utah	Saltair, Utah	"	" " "	" " "
Lehi Jct., Utah	Tintic, Utah	Standard	" " "	" " "
Ironton, Utah	Silver City, Utah	"	" " "	" " "
Silver City, Jct. Utah	Eureka, Utah	"	Sept 9	" " "
Silver City, Utah	Northern Spy Mine, Utah	"	Feb. 1892	" " "
Mammoth Jct. Utah	Mammoth Mill, Utah.	"	Dec. 1893	" " "

\* NOTE:- During the years 1889 and 1890, this Company (Oregon Short Line & Utah Northern Railway Company) was constructing its railroad from Milford, Utah to Pioche, Nevada, via Clover Valley Junction (now Caliente),

## OREGON SHORT LINE &amp; UTAH NORTHERN RAILWAY COMPANY (CONTINUED)

a distance of about 145 miles. The grade from Milford to Uvada was completed and some bridges constructed. The grade from Uvada to Caliente was nearly completed, and six tunnels were driven, but no bridges were constructed. A large proportion of the grading between Caliente and Pioche was constructed, but no bridges were built. 7.75 miles of track was laid south of Milford, but owing to financial difficulties construction work was preemptorily suspended and the 7.75 miles of track was taken up.

See statements covering Utah & Pacific Railroad Company, Symbol No. 19, Utah Nevada & California Railroad Company (of Nevada) Symbol No. 20 and Caliente & Pioche Railroad Company, Symbol No. 26, for completion of line from Milford to Pioche.

Chain of title by which present Corporation has acquired the property which it now owns or operates:

Deed dated February 23, 1897, conveying property of Oregon Short Line & Utah Northern Railway Company, Symbol No. 14, to the Oregon Short Line Railroad Company, Symbol No. 18.

Deed dated June 18, 1903, conveying certain properties of Oregon Short Line Railroad Company, Symbol No. 18, to San Pedro, Los Angeles & Salt Lake Railroad Company, Symbol No. 21.

## LOS ANGELES TERMINAL RAILWAY COMPANY.

CHART NO. 15  
PLACE NO. 17

Name of Corporation - Los Angeles Terminal Railway Company.

Date of Organization - August 27, 1890.

Date of Incorporation - August 29, 1890.

Incorporated Under Laws of the State of California.

(a) General Laws - General Laws.

Articles of Incorporation Filed - Secretary of State, Sacramento, Calif.

(b) Special Act - - - - -

Description of railroad constructed by above Corporation:

This Company commenced but did not complete the construction of a section of 1.70 miles of standard gauge road between Downey Avenue Station of the Los Angeles & Glendale Railroad Company, Symbol No. 9, and the site of the Present First Street Station of the San Pedro, Los Angeles & Salt Lake Railroad Company, Symbol No. 21, in the City of Los Angeles.

Length of time operated by above named Corporation:

This Company did not operate any lines of railroad.

If Corporation is not in existence describe proceeding by which dissolved:

Los Angeles Terminal Railway Company, Symbol No. 15, was consolidated on January 2, 1891, with Los Angeles & Glendale Railroad Company, Symbol No. 9, and Los Angeles, Pasadena & Glendale Railway Company, Symbol No. 12, to form Los Angeles Terminal Railway Company, Symbol No. 16.

Chain of title by which present Corporation has acquired the property which it now owns or operates:

Articles of Consolidation dated January 2, 1891, consolidating Los Angeles & Glendale Railroad Company, Symbol No. 9, Los Angeles, Pasadena & Glendale Railway Company, Symbol No. 12, and Los Angeles Terminal Railway Company, Symbol No. 15, to form Los Angeles Terminal Railway Company, Symbol No. 16.

Deed dated March 5, 1901, which conveys property of Los Angeles Terminal Railway Company, Symbol No. 16, to San Pedro, Los Angeles & Salt Lake Railroad Company, Symbol No. 21.

## LOS ANGELES TERMINAL RAILWAY COMPANY.

CHART NO. 16  
PLACE NO. 8

Name of Corporation - Los Angeles Terminal Railway Company

Date of Organization - November 27th, 1890.

Date of Incorporation - January 2, 1891

Incorporated Under Laws of the State of California.

(a) General Laws - General Laws.

Articles of Incorporation Filed - Secretary of State - Sacramento, Calif.

(b) Special Act - - - - -

Description of railroad constructed by above Corporation:

FROM	TERMINI	TO	MILEAGE	DATE OF CONSTRUCTION
<u>Changed from Narrow to Standard Gauge, as follows:</u>				

Downey Ave. (Los Angeles) to Cor. Well & Humbolt Sts.	0.76	✓	During 1891
Sta. 78+81.6 in Glendale Ave. to Terminus at Verdugo Park	6.71		" "

Constructed Lines of Standard Gauge Road, as follows:

Glendale Jct., (Connection with former L.A.P. & G. Ry.)			
to Sta. 78+81.6 in Glendale Ave. ...	0.40		" "
First St. (Los Angeles) to Downey Ave. (Los Angeles) ..	1.70		" "
First St. (Los Angeles) to East San Pedro, California :	27.11		" "
Arroyo Park to Millard Canyon, California .....	1.10		" 1899

Acquired lines of standard Gauge Road, as follows:

Raymond, California, to Altadena, California			
(Formerly the property of the Pasadena			
Railway Co. Symbol No. 22) .....	7.25	✓	Sept. 1892
Well and Humbolt Sts. (Los Angeles) to Raymond. Calif.	5.64	✓	Jan. 2, 1891

Abandoned lines of road, as follows:

Arroyo Park to Altadena, California .....	Cr. 2.14		During 1900
---	----------	--	-------------

Total Mileage equals ..... 48.53

## LOS ANGELES TERMINAL RAILWAY COMPANY (CONTINUED)

Length of time operated by above named Corporation:

TERMINI		DATE FROM	DATE TO
FROM	TO		
Glendale Jct. to. Verdugo Park, California		1891	April 1, 1901
Downey Avenue (Los Angeles) to Raymond, California		Jan. 2, 1891	April 1, 1901
First St. (Los Angeles) to Downey Ave.		Mch. 1891	April 1, 1901
Raymond, California to Altadena, California		Sept. 2, 1892	During 1900
Arroyo Park to Millard Canyon, California		1899	April 1, 1901
First St. (Los Angeles) to East San Pedro, Calif.		Nov. 12, 1891	April 1, 1901

If Corporation is not in existence describe proceeding by which dissolved:

Property of Los Angeles Terminal Railway Company, Symbol No. 16, was sold and conveyed by deed, dated March 5, 1901, to the San Pedro, Los Angeles & Salt Lake Railroad Company, Symbol No. 21.

Chain of title by which present Corporation has acquired the property which it now owns or operates:

Deed dated March 5, 1901, conveys property of Los Angeles Terminal Railway Company, Symbol No. 16, to San Pedro, Los Angeles & Salt Lake Railroad Company, Symbol No. 21.

## NEW EAST TINTIC RAILWAY COMPANY.

CHART NO. 17  
PLACE NO. 12

Name of Corporation - New East Tintic Railway Company.

Date of Organization - May 20th, 1896.

Date of Incorporation - May 22nd, 1896.

Incorporated Under Laws of the State of Utah.

This incorporation was made after Statehood became effective (January 4, 1896) but before the Revised Statutes were adopted, January 1, 1898.

The State Constitution, proclaimed by the President, January 4, 1896, provided that the laws of the Territory should be the laws of the new state until repealed or altered, and therefore under this provision the Act of February 19, 1869, and subsequent amendments, was the law under which this incorporation took place.

## Description of railroad constructed by above Corporation:

TERMINI		MILE AGE	DATE OF CONSTRUCTION
FROM	TO		
Mammoth Station	Mammoth Mine, Utah	1.99	1896 - 1897

## Length of time operated by above named Corporation:

TERMINI		DATE FROM	DATE TO
FROM	TO		
Mammoth Station	Mammoth Mine, Utah	1897	July 6, 1903

## If Corporation is not in existence describe proceeding by which dissolved:

Deed dated June 9, 1903, conveys property of New East Tintic Railway Company to San Pedro, Los Angeles & Salt Lake Railroad Company, Symbol No. 21.

## Chain of title by which present Corporation has acquired the property which it now owns or operates:

Deed dated June 9, 1903, conveying property of New East Tintic Railway Company, Symbol No. 17, to San Pedro, Los Angeles & Salt Lake Railroad Company, Symbol No. 21.

## OREGON SHORT LINE RAILROAD COMPANY

CHART NO. 18  
PLACE NO. 11

Name of Corporation - Oregon Short Line Railroad Company

Date of Organization - February 1, 1897.

Date of Incorporation - February 9, 1897.

Incorporated Under Laws of the State of Utah.

(a) General Laws - General Laws.

Articles of Incorporation Filed - Secretary of State of Utah, Salt  
Lake City, Utah.

(b) Special Act - - - - -

## Description of Railroad constructed by above Corporation:

FROM	TERMINI TO	MILEAGE
------	---------------	---------

LINES OF ROAD ACQUIRED FROM O.S.L. & U. N.  
RY. CO. SYMBOL NO. 14  
WHICH AFFECT THE SAN PEDRO, LOS ANGELES & SALT LAKE  
RAILROAD COMPANY, SYMBOL NO. 21.

Main Line Standard Gauge, Ogden to Frisco, via  
SALT LAKE CITY, UTAH

North Salt Lake, Utah to Sandy, Utah	17.50
Sandy, Utah to Milford, Utah	208.54
Milford, Utah to Frisco, Utah	17.41

Terminus Branches, Narrow Gauge:

Salt Lake City, Utah to West Bank of Jordan River	1.28
West Bank of Jordan River to Terminus, Utah	35.96
Saltair Junction to Saltair, Utah	2.42

Tintic Branches, Standard Gauge:

Lehi Junction to Tintic, Utah	53.52
Ironton, Utah to Silver City, Utah	3.78
Silver City Jct. Utah to Eureka, Utah	3.24
Silver City, Utah to Northern Spy Mine, Utah	3.03
Mammoth Jct. Utah to Mammoth, Utah	1.82

OREGON SHORT LINE RAILROAD COMPANY (CONTINUED)

NOTE:- An undivided one-half interest in 5047 ft. of the above 1.82 miles of line (from the crossing of the Tintic Range Railway Company, a subsidiary corporation of the Rio Grande Western Railway Company, to the Mammoth Mining Company at Mammoth, Utah) is jointly owned with Tintic Range Railway Company.

TERMINI		MILEAGE	DATE OF CONSTRUCTION
FROM	TO		
<u>Lines of Road Constructed in 1902 and 1903 by O.S.L.R.R.Co., Symbol No. 18.</u>			
Leamington Cut-Off, Salt Lake City to West Bank of Jordan River, Utah.....		1.24	During 1902
Leamington Cut-Off, West Bank of Jordan River to Leamington Jct., Utah.....		115.45	March 1902 to June 20, 1903.

Lines Displaced Account of above Construction in 1902 & 1903.

Terminus Branches, Narrow Gauge, displaced by Leamington Cut-Off .....	39.66	(Displaced by portion of Leamington (Cut-Off Nov. 8th, 1902)
--	-------	--

For joint use of lines North Salt Lake to Sandy and Salt Lake City to West Bank of Jordan River, See Symbol No. 24.

Length of time operated by above named Corporation:

TERMINI		DATE FROM	DATE TO
FROM	TO		
<u>Main Line Standard Gauge, Ogden to Frisco, via</u> <u>SALT LAKE CITY, UTAH:</u>			
Ogden to Sandy, Utah .....	March 17, 1897	/ Now operated by O.S.L.R.R.	
NOTE:- / A portion of the above line is used jointly by O.S.L.R.R.Co. and S.P., L.A. & S.L. R.R. Co. See information under Symbol No. 24.			
Sandy, Utah to Milford, Utah .....	March 17, 1897	July 6th, 1901-	
Milford, Utah to Frisco, Utah .....	" " "	" " "	

Terminus Branches, Narrow Gauge:

Salt Lake City, Utah, West Bank of Jordan River, Utah.....	March 17, 1897	During 1902
West Bank of Jordan River to Terminus, Utah .....	" " "	Nov. 8, 1902
Saltair Junction, Utah to Saltair, Utah .....	" " "	" " "

## OREGON SHORT LINE RAILROAD COMPANY (CONTINUED)

TERMINI		DATE FROM	DATE TO
FROM	TO		
<u>Tintic Branches, Standard Gauge:</u>			
Lehi Junction to Tintic, Utah .....		March 17, 1897	July 6th, 1903
Ironton, Utah to Silver City, Utah .....		" " "	" " "
Silver City Junction to Eureka, Utah .....		" " "	" " "
Silver City, Utah to Northern Soy Mine, Utah .		" " "	" " "
Mammoth Junction to Mammoth, Utah .....		" " "	" " "

Leamington Cut-Off:

Salt Lake City, Utah to West Bank of Jordan, River.....	During 1902	✓ (Now operated by O.S.L.R.R.)
--	-------------	-----------------------------------

NOTE:- ✓ The above line is used jointly by  
O.S.L.R.R. Co. and San Pedro, Los  
Angeles & Salt Lake Railroad Company.  
See information under Symbol No. 24

West Bank of Jordan River to Bauer, Utah .....	November 8, 1902	July 6th, 1903
Bauer, Utah to Leamington Junction, Utah .....	+ - - - -	+ - - - -

NOTE: + Line from Bauer to Leamington Junction,  
Utah (now Lynndyl) was being constructed  
in 1902 and 1903; grading, bridging and  
tracklaying was completed, but line was  
not ballasted when purchased by San Pedro,  
Los Angeles & Salt Lake Railroad Company  
on June 18th, 1903.

If Corporation is not in existence describe proceeding by which dissolved:

Certain properties of the Oregon Short Line Railroad Company, Symbol No. 18, being all lines south of Salt Lake City, Utah were sold and conveyed by deed dated June 18, 1903, to the San Pedro, Los Angeles & Salt Lake Railroad Company, Symbol No. 21.

Chain of title by which present Corporation has acquired the property which it now owns or operates:

Deed dated June 18, 1903, conveying certain properties of Oregon Short Line Railroad Company, Symbol No. 18, to San Pedro, Los Angeles & Salt Lake Railroad Company, Symbol No. 21.

## UTAH &amp; PACIFIC RAILROAD COMPANY

CHART NO.19  
PLACE NO.13

Name of Corporation - Utah &amp; Pacific Railroad Company

Date of Organization - August 19, 1898

Date of Incorporation - August 20, 1898

Incorporated Under Laws of the State Of Utah

(a) General Laws - General Laws.

Articles of Incorporation Filed - Secretary of the State of Utah.

(b) Special Act - - - - -

Description of railroad constructed by above Corporation:

TERMINI		MILEAGE	DATE OF CONSTRUCTION
FROM	TO		
Milford, Utah	Utah-Nevada State Line (Uvada)	74.61	1898 to 1899, incl.

NOTE- This Company (Utah & Pacific Railroad Company) completed the roadbed and laid track from Milford to Uvada. This roadbed was nearly completed by the Oregon Short Line & Utah Northern Railway Company.  
Symbol No. 14.

Length of time operated by above named Corporation:

TERMINI		DATE FROM	DATE TO
FROM	TO		
Milford, Utah	Sulphur Utah (30 miles)	1898	July 6, 1903
Sulphur, Utah	Uvada	1899	July 6, 1903.

If Corporation is not in existence describe proceeding by which dissolved:

Property of Utah & Pacific Railroad Company, was conveyed by deed dated June 9, 1903, to San Pedro, Los Angeles & Salt Lake Railroad Company, Symbol No. 21.

Chain of title by which present Corporation has acquired the property which it now owns or operates:

Deed dated June 9, 1903, conveying property of Utah & Pacific Railroad Company, Symbol No. 19, to San Pedro, Los Angeles & Salt Lake Railroad Company Symbol No. 21.

UTAH, NEVADA & CALIFORNIA RAILROAD COMPANY (OF NEVADA)

CHART NO. 20  
PLACE NO. 10

Name of Corporation - Utah, Nevada & California Railroad Company (of Nevada)

Date of Organization - February 1899

Date of Incorporation - February 2, 1899.

Incorporated Under Laws of the State of Nevada.

(a) General Laws - General Laws.

Articles of Incorporation Filed - Secretary of the State of Nevada.

(b) Special Act -----

Description of railroad constructed by above Corporation:

TERMINI		MILEAGE	DATE OF CONSTRUCTION
FROM	TO		
Uvada to Calientes, Nevada .....		40.47	1901

NOTE:- This Company (Utah, Nevada & California Railroad Company of Nevada) completed the grade, constructed bridges and laid the track on the grade from Uvada to Caliente which grade, together with six tunnels, was commenced and nearly completed during the years 1889 and 1890 by the Oregon Short Line & Utah Northern Railway Company, Symbol No. 14.

Length of time operated by above named Corporation:

TERMINI		DATE FROM	DATE TO
FROM	TO		
Uvada to Calientes, Nevada .....		1901	July 6th, 1903

If Corporation is not in existence describe proceeding by which dissolved:

Utah, Nevada & California Railroad Company (of Nevada) was conveyed by deed dated June 9, 1903, to San Pedro, Los Angeles & Salt Lake Railroad Company, Symbol No. 21.

Chain of title by which present Corporation has acquired the property which it now owns or operates:

Deed dated June 9, 1903, conveying property of Utah, Nevada & California Railroad Company (of Nevada) Symbol No. 20, to San Pedro, Los Angeles & Salt Lake Railroad Company, Symbol No. 21.

## SAN PEDRO, LOS ANGELES &amp; SALT LAKE RAILROAD COMPANY.

CHART NO. 21  
PLACE NO. 1

Name of Corporation - San Pedro, Los Angeles &amp; Salt Lake Railroad Company.

Date of Organization - March 7, 1901.

Date of Incorporation - March 20, 1901.

Incorporated Under Laws of the State of Utah.

## (a) General Laws.

Articles of Incorporation filed with Secretary of State of Utah.

## (b) Special Act - - - - -

ESTABLISHMENT OF LINES OF RAILROAD IN CALIFORNIA  
BY PURCHASE, CONSTRUCTION AND TRACKAGE RIGHTS.

April, 1901, this Company succeeded through purchase to all the franchises, rights, railroads and other corporate property of the Los Angeles Terminal Railway Company, Symbol No. 16, covering lines of standard gauge railroad as follows:

<u>SUBDIVISION</u>	<u>EXTENT AND TERMINI</u>	<u>MILES</u>
San Pedro	From First Street Station Los Angeles) to East San Pedro ).....	27.11
Pasadena	From First Street Station Los Angeles) to Millard Canyon ).....	14.31
Glendale	From Glendale Junction to Verdugo Park .....	7.11
Total first or Single Main Track Purchased .....		48.53

In April 1901, this Company commenced reconstructing and improving the 'San Pedro Subdivision,' 27.11 miles and completed same during the summer of 1903.

In May 1901, this Company commenced the construction of a main line of standard gauge railroad from the City of Los Angeles to Riverside Junction, in the City of Riverside, California, a distance of 58.57 miles, and completed same in 1904.

Trackage rights for joint operations over main line controlled by the Southern Pacific Company, Symbol No. 23, from Riverside Junction to Colton Junction, a distance of 6.40 miles, and similar rights over the branch line from Colton Junction to San Bernardino, a distance of 3.42 miles, were obtained under lease dated June 18, 1903 (Lease states 9.58 miles)./

# SAN PEDRO, LOS ANGELES & SALT LAKE RAILROAD COMPANY (CONTINUED)

Trackage rights for joint operations over tracks controlled by the Atchison, Topeka & Santa Fe Railway Company, Symbol No. 25, main line from Colton Junction to Daggett, a distance of 93.83 miles, were obtained under agreement dated April 26, 1905. This agreement was superseded February 1, 1916, by a new agreement covering 101.44 miles of main track and 50.62 miles of second track. See Symbol No. 28.

In August 1903, this Company commenced the construction of a main line of standard gauge railroad from Daggett northeasterly, to the California-Nevada State line, a distance of 129.15 miles, to connect with the line then under construction in a southwesterly direction from Caliente, Nevada.

During the year 1906, this Company commenced and completed the construction of a section of main track from a connection with the Southern Pacific on Alameda Street, in the City of Los Angeles, thence east along Butte Street to a connection with the San Pedro Subdivision, at a point north of Hobart, a distance of 1.47 miles.

Traffic Spurs known as Bly and Crestmore Branches, beginning at Bly Junction west of Pedley, were constructed in 1911 and 1912, to Bly Quarries and the Riverside Portland Cement Company's plant at Crestmore. Length of Bly Spur 3.14 miles and of Crestmore Spur 5.21 miles.

<u>SUMMARY OF MILEAGE IN CALIFORNIA</u>	<u>MILEAGE</u>	<u>DATE OF CONSTRUCTION</u>
Purchased, branch lines from Los Angeles Terminal Railway Company, Symbol No. 16.....	43.53	
Constructed, main line from Los Angeles, M.P. 0.00 to Riverside Junction, M.P. 58.57.....	58.57	(May 1901 to (Feb. 1904.
Constructed, main line from Daggett, M.P. 158.80 to California-Nevada State Line, M.P. 287.95 .....	129.15	) Aug. 1903 to ) May 1, 1905 )
Constructed yard connection with S.P. Co., in Los Angeles to near Hobart.....	1.47	During 1906.
TOTAL FIRST OR SINGLE MAIN TRACK OWNED .....	237.72	

	<u>MILES</u>
Trackage rights, main line from Riverside Junction to Colton Junction, M.P. 64.97, S.P. Company.....	6.40
Trackage rights, main line from Colton Junction to Daggett, M.P. 158.80, A.T. & S.F. Ry. 0 .....	93.83
Trackage rights, branch line from Colton Junction, M.P. 64.97 to San Bernardino, S. P. Company.....	3.42
TOTAL FIRST OR SINGLE MAIN TRACK USED BUT NOT OWNED.....	103.65
GRAND TOTAL, FIRST OR SINGLE MAIN TRACK OWNED AND USED IN CALIFORNIA AS OF JUNE 30, 1914	341.37

Effective February 1, 1916, A. T. & S. F. Ry. new lease, Symbol No. 28, Main Line Riverside Junction to Daggett.

Single Main Track -..... 101.44

Second Track ..... 50.67

# SAN PEDRO, LOS ANGELES & SALT LAKE RAILROAD COMPANY (CONTINUED)

## ESTABLISHMENT OF LINES OF RAILROAD IN NEVADA BY PURCHASE AND CONSTRUCTION.

In the year 1901, the easterly portion of Lincoln County, Nevada, became the scene of much activity occasioned by the rivalry between San Pedro, Los Angeles & Salt Lake Railroad Company, Symbol No. 21, and the Utah, Nevada & California Railroad Company, Symbol No. 20, for the possession of the non-used partly graded roadbed, including six completed tunnels, extending in a westerly direction from the Utah-Nevada State Boundary line, near Uvada, Utah to the present town of Caliente, 40.47 miles, thence in a northerly direction toward the town of Pioche, a distance of 30 miles. Also for priority through the public domain for a railroad extending in a southwesterly direction from Caliente through the Meadow Valley Canyon toward the Nevada-California State Boundary.

The partly completed roadbed referred to above was constructed by the Oregon Short Line & Utah Northern Railway Company, Symbol No. 14, principally during the year 1890, for the extension of its line of railroad from Milford, Utah, to the mining town of Pioche, Nevada, a distance of about 147 miles; but owing to financial difficulties, construction work on the project was preemptorily suspended in January 1891, and the entire unfinished roadbed from Milford to Pioche remained unused until the summer of 1898.

August 20, 1898, the Utah & Pacific Railroad Company, Symbol No. 19, was incorporated under the laws of the State of Utah. This corporation immediately commenced and before June 30, 1899, completed the construction of a standard gauge railroad from Milford upon 74.61 miles of the said unfinished roadbed within the State of Utah.

February 2, 1899, the Utah, Nevada & California Railroad Company, Symbol No. 20, a proprietary corporation of the Oregon Short Line Railroad Company, Symbol No. 18, was incorporated under the laws of the State of Nevada, to construct, own and operate a railroad within the State of Nevada, from a point on the eastern boundary line of the State of Nevada, two thousand feet more or less, north of State Line Mile Post No. 251 (this point was the terminus of the aforesaid Utah & Pacific Railroad); thence in a southwesterly direction to the boundary line between the States of Nevada and California; also a branch line extending from a point designated as Clover Valley Junction (now Caliente) northerly to the town of Pioche, a distance of 30 miles.

The total length of proposed main line and branch was estimated as 245 miles.

Early in the year 1901, the San Pedro, Los Angeles & Salt Lake Railroad Company, Symbol No. 21, attempted to assume possession of the partly finished roadbed from the terminus of the Utah & Pacific Railroad to Caliente for use as a part of its contemplated line of railroad from Los Angeles, California to Salt Lake City, Utah. This attempt caused activity on the part of the Utah, Nevada & California Railroad Company, Symbol No. 20, and in March 1901, it commenced the actual work of constructing a standard gauge railroad upon the then disputed grade and completed laying track to Clover Valley Junction (now Caliente) a distance of 40.47 miles, on July 31, 1901.

# SAN PEDRO, LOS ANGELES & SALT LAKE RAILROAD COMPANY (CONTINUED)

The Utah, Nevada & California Railroad Company, Symbol No. 20, ceased laying track at Caliente, but during the succeeding four or five months, did some work on the unfinished grade extending northerly toward Pioche, also some grading southwesterly through the Meadow Valley Wash for the contemplated extension of its railroad toward the Nevada-California State Line.

The San Pedro, Los Angeles & Salt Lake Railroad Company, Symbol No. 21, was also active during the same period grading a line of railroad through the Meadow Valley Wash southwesterly from Caliente which in places conflicted with the Utah Nevada & California Railroad Company.

In November or December 1901, a truce was effected between the contending Companies and all grading work then in progress was stopped. However, the locating engineers of both corporations remained in the field until late in 1902, surveying lines and working in conjunction for the purpose of making an equitable division on the ground through the narrow canyons so that two distinct lines of railroad could be built without serious interference with each other.

This rivalry in Nevada terminated before the end of the year 1902, pursuant to an agreement entered into July 9, 1902, by William A. Clark, for the San Pedro, Los Angeles & Salt Lake Railroad Company, and E. H. Harriman for the Oregon Short Line Railroad Company, for the establishment, by purchase, construction and trackage rights, of a line of railroad between Salt Lake City, Utah (through the State of Nevada) to San Pedro Harbor, California. Subsequent agreements under dates of June 2, 1903, June 3, 1903, June 7, 1903 and June 15, 1903, were executed in pursuance of the accomplishment of the purposes set forth in the above mentioned agreement of July 9, 1902.

The ultimate result of these agreements was in substance as follows. The San Pedro, Los Angeles & Salt Lake Railroad Company purchased 483.14 miles of single main track railroad within the State of Utah, south of Salt Lake City, and 40.47 miles of single main track railroad within the State of Nevada, between the Utah-Nevada State Line and Caliente, from the Oregon Short Line Railroad Company, Symbol No. 18, and its proprietary corporations designated by Symbols Nos. 17, 19 and 20, assumed formal possession of, and absorbed the total of 523.61 miles of single main track, together with the then existing corporate property and adjuncts, classified as immovables, as an integral part of its lines of railroad and corporate property, on July 7, 1903.

July 8, 1903, this Company commenced the construction of an extension of its main line of railroad from the present town of Caliente, in a southwesterly direction, for the purpose of meeting and connecting with the extension of its line of similar railroad then being constructed from Daggett, California, in a northeasterly direction to Erie, Nevada. Length of road constructed from Caliente west 148.10 miles.

The connection of the tracks referred to was made at Mile Post 309.50, near Erie, Nevada, on January 30, 1905, forming the through main line of railroad between Salt Lake City, Utah and Los Angeles, California. The permanent track near Erie, Nevada, was not finished until May 26, 1905, the connection of January 30, 1905, having been accomplished by the use of a temporary 'shoofly' line around unfinished permanent grade through large cuts.

# SAN PEDRO, LOS ANGELES & SALT LAKE RAILROAD COMPANY (CONTINUED)

21.55 miles of main line from M.P. 287.95 on the California-Nevada State line to M.P. 309.50 near Erie, Nevada was constructed in the Daggett easterly work.

March 8, 1909, the San Pedro, Los Angeles & Salt Lake Railroad Company purchased the railroad and other corporate property of the Caliente & Pioche Railroad Company, Symbol No. 26, consisting of 32.15 miles of first or single main track extending in a northerly direction from Caliente to Pioche.

In March 1911, the San Pedro, Los Angeles & Salt Lake Railroad Company commenced the construction of a branch line of railroad from Mcapa on its main line to St. Thomas, a distance of 21.64 miles. This branch was completed in February 1912 and is designated the St. Thomas Subdivision.

## WASHOUTS IN NEVADA

Since the completion of the line of railroad through the Clover and Meadow Valleys this district has been repeatedly subjected to disastrous floods for a considerable distance east and west of Caliente, but more especially to the west.

The original line through this district was located in 1889 and 1890 under the direction of the Chief Engineer of the Union Pacific Railroad, which included as a proprietary corporation the Oregon Short Line & Utah Northern Railway Company, Symbol No. 14, and this latter Company constructed during the year 1890, some 45 or 50 miles of the non-used roadbed, heretofore mentioned, in the Clover and Meadow Valleys, which roadbed remained undisturbed and intact for 15 years until the washout hereinafter described as of March 1906.

During March 1901, the work of construction, suspended by the Oregon Short Line & Utah Northern Railway Company, Symbol No. 14, in January 1891, was undertaken by the Utah, Nevada & California Railroad Company, Symbol No. 20, and resurveys were made over the same route and the railroad was completed through the Clover Valley in 1901 by the latter corporation, and through the Meadow Valley in 1903 and 1904 by the San Pedro, Los Angeles & Salt Lake Railroad Company, Symbol No. 21.

In March 1906, serious floods occurred in the Clover and Meadow Valleys, doing considerable damage to the road in several places and causing a suspension of through traffic for a period of three weeks.

February 22, March 5, and 19, 1907, intermittent, but more disastrous floods inflicted damages in these valleys which necessitated heavy expenditures for replacements and betterments of road in the way of three short line changes, six large channel changes, eight new steel bridges, extensive riprapping, etc. This flood caused a suspension of through traffic for a period of three weeks.

# SAN PEDRO, LOS ANGELES & SALT LAKE RAILROAD COMPANY (CONTINUED)

The three short line changes mentioned above were designated 'Leith', 'Boyd', and 'Cana', and were made in the vicinity of Mile Posts 429, 441.5, and 448 respectively, and resulted in the abandonment of an aggregate of 1.94 miles of the former line and the constructing of 2.00 miles of new line: this 2.00 miles of new line was subsequently destroyed by the flood of January 1, 1910.

January 1, 1910, an extremely disastrous flood damaged the railroad through the Clover and Meadow Valleys between Mintc and Guelph to such an extent that it was necessary to abandon some 70 miles of road.

Immediately after the flood subsided, two months time was consumed by engineers in making extensive reconnaissance surveys over all the country contiguous to the Meadow Valley, with a view to locating a practicable route outside the Clover and Meadow Valleys, but without satisfactory results.

About March 1, 1910, it was decided to commence the work of replacing the line destroyed with a temporary line through the washed out district; this temporary line was completed June 15, 1910, and on that date, through traffic, which had been completely suspended since January 1st, was resumed.

During the above interval, surveys were made resulting in the selection of a comparatively safe line designated as the 'High Line' which was located as far as practicable away from and above the stream bed of the Clover and Meadow Valleys.

Construction of the 'High Line' was commenced in August 1910, and completed in April 1912. Its construction was very expensive and necessitated the use of excessive curvature, ten new tunnels and twenty-four new steel bridges, each from 200 to 300 feet long.

Of a total of 12.33 miles of the old road through the Clover Valley east of Caliente, 1.93 miles was used in the new 'High Line' and of the total of 65.59 miles of the old road through the Meadow Valley west of Caliente, 6.20 miles was utilized in the said new 'High Line'. The 1.93 and 6.20 miles of old line, east and west of Caliente, consisted of several disconnected portions of road deemed safe, and which could consistently become parts of the alignment and grade of the new 'High Line'.

The 'High Line' is 2.46 miles longer between initial and terminal points than the original lines of road constructed between same points, and resulted in the abandonment of 10.40 miles of road east of Caliente and 59.39 miles west of Caliente, with the construction of 72.19 miles of new road.

Incidental to the construction of the 'High Line', four small line changes known as 'M-1', 'M-2', 'M-3' and 'M-4', were made between former tunnel No. 3 (present No. 13) and Barclay, resulting in the abandonment of an aggregate of 1.70 miles of road and the construction of 1.70 miles of new road.

## SAN PEDRO, LOS ANGELES &amp; SALT LAKE RAILROAD COMPANY (CONTINUED)

SUMMARY OF MILEAGE IN NEVADA

<u>ORIGINAL MAIN LINE OF ROAD.</u>	<u>MILES</u>	<u>DATE CONSTRUCTED</u>
Constructed between California-Nevada State Line, Mile Post 287.95, and Caliente, Mile Post 457.60 ..	169.65	1903 to May 1905
Purchased the Utah, Nevada & California Railroad Company, Symbol No. 20, from Caliente, M.P. 457.60 to Nevada-Utah State Line, M.P. 498.07 .....	<u>40.47</u>	
Total of First or Single Main Track as of May 1, 1905. ....	210.12	
DEDUCT ROAD ABANDONED THROUGH LINE CHANGES:		
	<u>MILES</u>	
Year 1907 - "Loith", "Boyd" and "Cana" line changes	1.94	Year 1907
" 1911 - "M-1, M-2, M-3 and M-4" line change	1.70	" 1911
" 1912 - "High Line" line changes .....	<u>69.79</u> Cr. 73.43	" 1912
ADD NEW ROAD CONSTRUCTED THROUGH LINE CHANGES:		
Year 1907 - "Loith", "Boyd" and "Cana" line changes	2.00	Year 1907
" 1911 - "M-1, M-2, M-3 and M-4" line changes	1.70	" 1911
" 1912 - "High Line" line changes .....	<u>72.19</u> <u>75.89</u>	" 1912
Total Main Line First or Single Main Track as of June 30, 1914, extending from California- Nevada State Line, Mile Post 287.95, to Nevada- Utah State Line, Mile Post 500.53 .....	212.58	
<u>BRANCH LINES OF ROAD.</u>		
Purchased the Caliente & Pioche Railroad Com- pany Symbol No. 26, extending from Caliente to Pioche .....	32.15	
Converted Caliente Yard Track to Main Track for entrance of Pioche Branch or Subdivision to the Caliente depot of this Company .....	0.79	
Constructed the St. Thomas Branch or Sub- division, from Moapa to St. Thomas .....	<u>21.64</u>	(March 1911 (Feb. 1912
Total First or Single Main Track owned in the State of Nevada as of June 30, 1914.	267.16	

# SAN PEDRO, LOS ANGELES & SLAT LAKE RAILROAD COMPANY (CONTINUED)

## ESTABLISHMENT OF LINES OF RAILROAD IN UTAH BY PURCHASE, CONSTRUCTION AND TRACKAGE RIGHTS.

July 7, 1903. the San Pedro, Los Angeles & Salt Lake Railroad Company assumed formal possession of 483.14 miles of railroad and other existing corporate property, classified as immovable, within the State of Utah.

The purchased property was sold and demised by the following corporations:

Oregon Short Line Railroad Company, Symbol No. 18	....	406.54	miles
New East Tintic Railway Company, Symbol No. 17	.....	1.99	"
Utah & Pacific Railroad Company, " " 19	.....	74.61	"
Total First or Single Main Track Purchased	.....	483.14	"

The lines of railroad included in the above purchase extended from points south of Salt Lake City, designated as:

O.S.L.R.R. Co., M.P./	50.14	near Sandy Station on 'Old Main Line'
		(New M. P. 786.35).
" "	1.28	at west bank of Jordan River on
		'Terminus Line' (now M.P. 781.12)
" "	1.24	at west bank of Jordan River on
		'Leamington Cut-Off' (now M.P. 781.12)

Thence in a southerly and southwesterly direction to a connection with the line of railroad in Nevada at the Utah-Nevada State Line, near Uvada, Utah (now M.P. 500.53) with branches extending to the mines in the Tintic District and in the vicinity of Frisco, Utah.

Of the mileage indicated as purchased from the Oregon Short Line Railroad Company 0.97 miles of road between the crossing of the Denver & Rio Grande Railroad Company and Mammoth Station, in the Tintic District, is jointly owned and used with the Denver & Rio Grande Railroad Company.

The former narrow gauge main line of road of the "Terminus Line" extending from Mile Post 1.28 at the west bank of Jordan River to Terminus, a distance of 35.96 miles, with a branch from Saltair Junction to Saltair, a distance of 2.42 miles, was displaced and abandoned late in the year 1902 by the construction of the standard gauge road designated as the 'Leamington Cut-Off' by the Oregon Short Line Railroad Company. Approximately 2.36 miles of the roadbed and right of way of the 'Terminus Line' from Mile Post 1.28 at the west bank of Jordan River to Buena Vista, and 4.91 track miles of its right of way in the vicinity of Garfield were utilized in the construction of 'Leamington Cut-Off'.

The property of the 'Terminus Line' transferred to the San Pedro, Los Angeles & Salt Lake Railroad Company, consisted of that portion of 31.11 miles abandoned roadbed not used by the 'Leamington Cut-Off', lands for right of way, and additional lands and buildings in the vicinity of Garfield, on the shores of the 'Great Salt Lake'. A bathing and pleasure resort had been operated at Garfield.

# SAN PEDRO, LOS ANGELES & SALT LAKE RAILROAD COMPANY (CONTINUED)

Trackage rights were obtained for joint use of tracks and other facilities owned by the Oregon Short Line Railroad Company, embraced within the limits of its property known as the 'Salt Lake Yard', and extending in a northerly direction from Mile Post 50.14 near Sandy Station on 'old main line' (now M.P. 786.35 on the Provo Subdivision) and in an easterly direction from Mile Post 1.24 at west bank of Jordan River on 'Leamington Cut-Off' (now M.P. 781.12 on the Sixth Subdivision) by Agreement dated June 18, 1903, with the Oregon Short Line Railroad Company for a term of 99 years from July 1, 1903.

The 'Passenger Terminals' owned by the Denver & Rio Grande Railroad Company at Provo are used jointly by the San Pedro, Los Angeles & Salt Lake Railroad Company under agreement dated September 1, 1909.

During the year 1903 prior to July 7th, the 'Leamington Cut-Off' then being constructed by the Oregon Short Line Railroad Company, from Salt Lake City in a southerly direction, intersected the 'Tintic Branches' of that Company at the following points:

1. The branch line (of 53.52 miles) extending from Lehi Junction in a southwesterly direction from Lehi Junction to the old station named 'Tintic' was intersected at Boulder 43.48 miles from Lehi Junction by the 'Leamington Cut-Off' and a connection made. The 10.04 miles of the branch extending from Boulder via Ironton to its terminus at 'Tintic' was abandoned in 1904 by the San Pedro, Los Angeles & Salt Lake Railroad Company.
2. The branch line diverging from the 'Tintic' branch at Ironton and extending in a northeasterly direction via Silver City Junction to the mines of the 'Tintic District' was intersected by the 'Leamington Cut-Off' at 'Silver City Junction' 1.86 miles northeasterly from 'Ironton'. A temporary connection was made at Silver City Junction the name being changed to Tintic and the old 'Tintic' at the southern terminus of the branch abolished. In 1904, a better connection was made by the San Pedro, Los Angeles & Salt Lake Railroad Company and the 1.86 miles of branch from Ironton to Silver City Junction (now Tintic) was abandoned.

In June 1904 this Company commenced, and in September of same year completed, an extension of its branch line of road from the town of Frisco to the Newhouse Mill, a distance of 5.96 miles.

In September 1905, this Company commenced, and in January 1907 completed, the construction of a main track, for use of its passenger trains, diverging from its main line at M.P. 778.76 at Buena Vista, and extending easterly a distance of 2.61 miles, to Mile Post 781.37 at the west bank of Jordan River or 'Salt Lake Yard' limit.

In January 1904, this Company commenced the work of reconstructing and improving the greater part of the 483.14 miles of railroad in the State of Utah, as well as the 40.47 miles in Nevada, acquired by purchase from the Oregon Short Line Railroad Company and its proprietary corporations. This extensive work was handled in parcels under special 'Appropriations' distributed over a period of years.

SAN PEDRO, LOS ANGELES & SALT LAKE RAILROAD COMPANY (CONTINUED)

During the progress of this reconstruction work, Line Changes, designated as 'Modena', 'Goss', 'Trent', 'Lynndyll-Mack', 'Parley', 'Juab' and 'York-Payson' were made, resulting in the abandonment of 26.41 miles of the old line and the construction of 29.33 miles of new line, an increase of 2.92 miles.

<u>SUMMARY OF MILEAGE IN UTAH:</u>	<u>MILES</u>	<u>DATE CONSTRUCTED</u>
Main Line from Utah-Nevada State Line, Mile Post 500.53, to West Bank of Jordan River, Freight Track Mile Post 781.12 .....	280.59	
" " from Mile Post 778.76 or Junction with above line at or near Buena Vista, to West Bank of Jordan River, Passenger Track Mile Post 781.37 .....	2.61	
" " from Lynndyl Mile Post 665.67, via "Provo Subdivision" to Mile Post 786.35 near "Sandy" Station .....	120.68	
Branch Lines from Milford via Frisco to Newhouse Mill .....	23.37	
Branch Lines from Lehi Junction via "Fairfield Subdivision" to Boulter .....	43.48	
Branch Lines from "Tintic", via "Tintic Subdivision" to Sundry Terminals in the "Tintic Mining District" .....	11.99	
<b>TOTAL FIRST OR SINGLE MAIN TRACK OWNED....</b>	<b>482.72</b>	

BRANCH LINE, OWNED JOINTLY WITH D. & R.G. R.R.Co.

An undivided one half interest is owned between D. & R.G.R.R. crossing and Mammoth Station on "Tintic" Subdivision .....	.83
--	-----

NOTE:-

There appears to be a discrepancy between 'Main Track' mileage owned jointly with the Denver & Rio Grande Railroad Company on the Mammoth Branch, as returned in the schedules of lines purchased from the Oregon Short Line Railroad Company, and the records taken from agreements and maps. The Oregon Short Line Railroad Company schedules showed 5047 feet equals 0.96 miles of 'main track' and 5471 feet of 'other tracks' as being owned jointly with the Denver & Rio Grande Railroad Company.

The 5047 feet assumed the 'main track' as extending from the switch immediately east of the Denver & Rio Grande Railroad Crossing to the end of the curved track (now known as Track No. 7) about 830 feet beyond the Mammoth depot. All other records show 'the main track' as ending at the switch 180 feet southeasterly from the Mammoth depot, the balance (now track No.7 which is 651.3 feet long) being treated as 'other track'. The O.S.L.R.R. schedule apparently should have been 651 feet less of 'main track' and 651 feet more

# SAN PEDRO, LOS ANGELES & SALT LAKE RAILROAD COMPANY (CONTINUED)

of 'other track'. Additional joint 'other track' has been subsequently constructed and the record as of June 30, 1914, is 4365.2 feet or 0.83 miles 'main track' and 7583.8 feet or 1.44 miles (other track'.

Length of time operated by above named Corporation:

TERMINI		DATE FROM	DATE TO
FROM	TO		
Los Angeles to East San Pedro, California .....		April 1, 1901	To Date
Los Angeles to Pasadena, California .....		April 1, 1901	" "
Los Angeles to Verdugo Park, California .....		April 1, 1901	" "
Los Angeles to Ontario, California .....		March 1903	" "
Ontario to Riverside Junction, California .....		February 1904	" "
Riverside Junction to San Bernardino, Calif....		February 1904	" "
Colton to Daggett, California .....		May 1905	" "
Daggett, California to Caliente, Nevada .....		May 1905	" "
Caliente, Nevada to Milford, Utah .....		July 7, 1903	" "
Milford to Lynndyl, Utah .....		July 7, 1903	" "
Lynndyl to Sandy, Utah .....		July 7, 1903	" "
Lynndyl to West Bank Jordan River, Utah .....		July 7, 1903	" "
Lehi Junction to Tintic, Utah .....		July 7, 1903	" "
Tintic Branches .....		July 7, 1903	" "
Milford to Frisco, Utah .....		July 7, 1903	" "
Frisco to Newhouse, Utah .....		August 30, 1904	" "
Caliente to Pioche, Nevada .....		March 9, 1909	" "
Southern Pacific Connecting Line .....		May 1906	" "
Moapa to St. Thomas, Nevada .....		July 1912	" "

If Corporation is not in existence describe proceeding by which dissolved:

If still in existence state:

(a) Location of Records - Los Angeles, California.

(b) Custodian's Name - San Pedro, Los Angeles & Salt Lake Railroad Company.

Address - Los Angeles, California.

Chain of title by which present Corporation has acquired the property which it now owns or operates:

Deed dated March 5, 1901, conveying property of Los Angeles Terminal Railway Company, Symbol No. 16, to San Pedro, Los Angeles & Salt Lake Railroad Company, Symbol No. 21

Deed dated June 18, 1903, conveying certain properties of Oregon Short Line Railroad Company, being all lines south of Salt Lake City, Utah to San Pedro, Los Angeles & Salt Lake Railroad Company, Symbol No. 21.

## SAN PEDRO, LOS ANGELES &amp; SALT LAKE RAILROAD COMPANY (CONTINUED)

Deed dated June 9, 1903, conveying property of New East Tintic Railroad Company, Symbol No. 17, to San Pedro, Los Angeles & Salt Lake Railroad Company, Symbol No. 21.

Deed dated June 9, 1903, conveying property of Utah & Pacific Railroad Company, Symbol No. 19, to San Pedro, Los Angeles & Salt Lake Railroad Company, Symbol No. 21.

Deed dated June 9, 1903, conveying property of Utah, Nevada & California Railroad Company (of Nevada) Symbol No. 20, to San Pedro, Los Angeles & Salt Lake Railroad Company, Symbol No. 21.

Resolution dated December 1, 1906, authorized by officers of Utah Nevada & California Railroad Company (of California) conveying rights and powers of said Company to San Pedro, Los Angeles & Salt Lake Railroad Company Symbol No. 21.

Deed dated March 8, 1909, conveying property of Caliente & Pioche Railroad Company, Symbol No. 26, to San Pedro, Los Angeles & Salt Lake Railroad Company, Symbol No. 21.

## UTAH, NEVADA &amp; CALIFORNIA RAILROAD COMPANY (OF CALIFORNIA)

CHART NO. 22  
PLACE NO. 9

Name of Corporation - Utah, Nevada &amp; California Railroad Company (of California)

Date of Organization - May 29, 1901.

Date of Incorporation - June 3, 1901.

Incorporated Under Laws of the State of California.

(a) General Laws - General Laws.

Articles of Incorporation Filed - Secretary of the State of California,  
Sacramento, California. )

(b) Special Act -----

---

Description of railroad constructed by above Corporation:

This Company constructed no railroad whatsoever, but expended \$34,466.85 between May 1901 and June 30th, 1903 for the following purposes:

Engineering and right of way maps .....	\$33,410.22
Law and other general expenses .....	1,056.63
	<u>\$34,466.85</u>

---

## Length of time operated by above named Corporation:

This Company did not operate any lines of railroad.

---

## If Corporation is not in existence describe proceeding by which dissolved:

Property of Utah, Nevada & California Railroad Company (of California) was conveyed on December 21, 1905, to San Pedro, Los Angeles & Salt Lake Railroad Company, Symbol No. 21.

---

## Chain of title by which present Corporation has acquired the property which it now owns or operates:

Resolution dated December 21, 1905, authorized by officers of Utah, Nevada & California Railroad Company (of California), Symbol No. 22, conveying property to San Pedro, Los Angeles & Salt Lake Railroad Company, Symbol No. 21.

## PROPERTY LEASED FROM SOUTHERN PACIFIC COMPANY.

CHART NO. 23  
PLACE NO. 2

Name of Corporation - Property leased from Southern Pacific Company.

Date of Lease - Lease dated June 18, 1903 - Audit No. 348.

---

Description of railroad constructed by above Corporation:

Lines of road leased from Southern Pacific Company.  
Riverside Junction to San Bernardino, California, 9.58 Main Line.

---

Length of time operated by above named Corporation:

NOTE:- Term of lease is for 49 years from October 1, 1903.

---

If still in existence state:

- (a) Location of Records - Copy of lease on file with Auditor
- (b) Custodian's Name - San Pedro, Los Angeles & Salt Lake Railroad Company.

Address - Los Angeles, California.

---

## PROPERTY LEASED FROM OREGON SHORT LINE RAILROAD COMPANY.

CHART NO. 24  
PLACE NO. 3

Name of Corporation - Property leased from Oregon Short Line Railroad Company.

Date of Lease - Lease dated June 18, 1903.

Description of railroad constructed by above Corporation:

Lines of Road Leased as follows:

North Salt Lake to end of Joint Yard at Sandy, Utah, and to  
west bulkhead of Jordan River on freight and passenger  
tracks, a total distance of .....18.74 Miles Main Track.

Length of time operated by above named Corporation:

NOTE:- Term of lease is for 99 years from July 1, 1903.

If still in existence state:

- (a) Location of Records - Copy of lease (Audit No. 206) on file with
- (b) Custodian's Name - (Auditor of San Pedro, Los Angeles & Salt  
Lake Railroad Company.

Address - Los Angeles, California.

## PROPERTY LEASED FROM ATCHISON, TOPEKA &amp; SANTA FE RAILWAY COMPANY.

CHART NO. 25  
PLACE NO. 4Name of Corporation - (Property leased from Atchison, Topeka & Santa Fe  
Railway Company.

Date of Lease - Lease dated April 26th, 1905.

Description of railroad constructed by above Corporation:

Lines of Road Leased as follows:

Colton, California to Daggett, California, 93.83 Miles of Main Line.

Length of time operated by above named Corporation:

The term during which the San Pedro Company shall have the right to use the Joint Line and during which the San Pedro Company shall be bound to make the payments hereinafter specified, shall commence on the first day of May, 1905, and shall continue (unless sooner terminated as hereinafter provided) until the expiration of three years after the Atchison Company shall have given to the San Pedro Company or the San Pedro Company shall have given to the Atchison Company written notice of election to terminate said term, which said notice shall be sufficiently served by mailing in an envelope addressed to the Company to which it is given, at the City of Los Angeles, State of California, or if personally delivered to any officer or managing agent of said Company in its principal office in said city.

This lease is superseded by lease (see Symbol No. 28) effective February 1st, 1916.

If still in existence state:

(a) Location of Records - Copy of lease is on file with Auditor of

(b) Custodian's Name - San Pedro, Los Angeles & Salt Lake Railroad  
Company.

Address - Los Angeles, California.

## CALIENTE &amp; PIOCHE RAILROAD COMPANY.

CHART NO. 26  
PLACE NO. 14

Name of Corporation - Caliente &amp; Pioche Railroad Company.

Date of Organization - June 1906.

Date of Incorporation - June 8, 1906.

Incorporated Under Laws of the State of Utah.

(a) General Laws - General Laws.

Articles of Incorporation Filed - Secretary of State of Utah.

(b) Special Act -----

Description of railroad constructed by above Corporation:

TERMINI		MILEAGE	DATE OF CONSTRUCTION
From	To		
Caliente, Nevada	Pioche, Nevada	32.15	Feb. to Nov. 1907

NOTE:- The grading for this line was commenced, but not completed by the Oregon Short Line & Utah Northern Railway Company, Symbol No. 14.

Length of time operated by above named Corporation:

TERMINI		DATE FROM	DATE TO
From	To		
Line leased by Caliente & Pioche Railroad Company to San Pedro, Los Angeles & Salt Lake Railroad Company.	Caliente, Nevada to Pioche, Nevada...	January 1, 1908	March 8, 1909.

If Corporation is not in existence describe proceeding by which dissolved:

Property of Caliente & Pioche Railroad Company was conveyed by deed dated March 8, 1909 to San Pedro, Los Angeles & Salt Lake Railroad Company, Symbol No. 21.

Chain of title by which present Corporation has acquired the property which it now owns or operates:

Deed dated March 8, 1909, conveying property of Caliente & Pioche Railroad Company, Symbol No. 26, to San Pedro, Los Angeles & Salt Lake Railroad Company, Symbol No. 21.

## PROPERTY LEASED FROM THE DENVER &amp; RIO GRANDE RAILROAD COMPANY.

CHART NO. 27  
PLACE NO. 5

Name of Corporation - Property leased from the Denver & Rio Grande Railroad Company.

Date of Lease - Lease dated September 1, 1909.

---

Description of railroad constructed by above Corporation:

Lease of terminal tracks and facilities at Provo, Utah.

---

Length of time operated by above named Corporation:

Term of lease is for ten years from date of completion of passenger terminal at Provo, Utah.

---

If still in existence state:

(a) Location of Records - Copy of Agreement is on file with

(b) Custodian's Name - (Auditor of San Pedro, Los Angeles & Salt Lake Railroad Company.

Address - Los Angeles, California.

---

## AGREEMENT WITH ATCHISON, TOPEKA &amp; SANTA FE RAILWAY COMPANY.

CHART NO. 28  
PLACE NO. 6

Name of Corporation - Agreement with Atchison, Topeka & Santa Fe Railway Company.

Date of Agreement - (Agreement dated August 13, 1915, became effective February 1st, 1916.

---

Description of railroad constructed by above Corporation:

Agreement for joint use of tracks and facilities between  
Riverside Junction and Daggett, California - 101.44 Single Main Track  
50.67 Second Track.

---

Length of time operated by above named Corporation:

Term of agreement is for 99 years, From February 1, 1916.

---

If still in existence state:

(a) Location of Records - Copy of Agreement Audit No. 2308 is on file with

(b) Custodian's Name - (Auditor of San Pedro, Los Angeles & Salt Lake Railroad Company.

Address - Los Angeles, California.

---

## SAN PEDRO, LOS ANGELES &amp; SALT LAKE RAILROAD COMPANY

## SCHEDULE OF DOCUMENTS BEARING ON

## CORPORATE HISTORY.

Deed dated June 15, 1874, conveying property of Salt Lake Sevier Valley & Pioche Railroad Company to The Utah Western Railway Company.

Deed dated April 30, 1881, executed by Theodore S. Bassett as Trustee for the bondholders of The Utah Western Railway Company, conveying property of said Company to The Utah & Nevada Railway Company.

Articles of Consolidation dated July 1, 1881, consolidating Utah Southern Railroad Company, Utah Southern Railroad Extension, and The Utah Central Railroad Company to form Utah Central Railroad Company.

Articles of Consolidation dated August 1, 1889, consolidating The Utah & Nevada Railway Company, Salt Lake & Western Railway Company, Utah Central Railway Company, Nevada Pacific Railway Company and other corporations, to form Oregon Short Line & Utah Northern Railway Company.

Articles of Consolidation dated January 2, 1891, consolidating Los Angeles & Glendale Railroad Company, Los Angeles, Pasadena & Glendale Railway Company and Los Angeles Terminal Railway Company to form Los Angeles Terminal Railway Company.

Deed dated April 11, 1891, conveying property of Los Angeles & Pasadena Railroad Company to Los Angeles Terminal Railway Company.

Deed dated April 11, 1891, conveying property of Los Angeles & Raymond Railway Company to Los Angeles Terminal Railway Company.

Deed dated September 2, 1892, conveying property of Pasadena Railway Company to Los Angeles Terminal Railway Company.

Deed dated February 23, 1897, conveying all property of Oregon Short Line & Utah Northern Railway Company to Oregon Short Line Railroad Company.

Deed dated March 5, 1901, conveying property of Los Angeles Terminal Railway Company, to San Pedro, Los Angeles & Salt Lake Railroad Company.

Deed dated June 9, 1903, conveying property of the New East Tintic Railway Company to San Pedro, Los Angeles & Salt Lake Railroad Company.

Deed dated June 9, 1903, conveying property of Utah & Pacific Railroad Company to San Pedro, Los Angeles & Salt Lake Railroad Company.

Deed dated June 9, 1903, conveying property of Utah, Nevada & California Railroad Company (of Nevada) to San Pedro, Los Angeles & Salt Lake Railroad Company.

## SAN PEDRO, LOS ANGELES &amp; SALT LAKE RAILROAD COMPANY

## SCHEDULE OF DOCUMENTS BEARING ON

## CORPORATE HISTORY .

(CONTINUED)

Deed dated June 18, 1903, conveying certain properties of Oregon Short Line Railroad Company to San Pedro, Los Angeles & Salt Lake Railroad Company.

Resolution dated December 21, 1905, authorized by officers of Utah, Nevada & California Railroad Company (of California) conveying right and powers of said Company to San Pedro, Los Angeles & Salt Lake Railroad Company.

Deed dated March 8, 1909, conveying property of Caliente & Pioche Railroad Company to San Pedro, Los Angeles & Salt Lake Railroad Company.

Agreement dated July 9, 1903, between William A. Clark and Edward H. Harriman.

Agreement dated June 2, 1903, between William A. Clark and Edward H. Harriman (Audit No. 807).

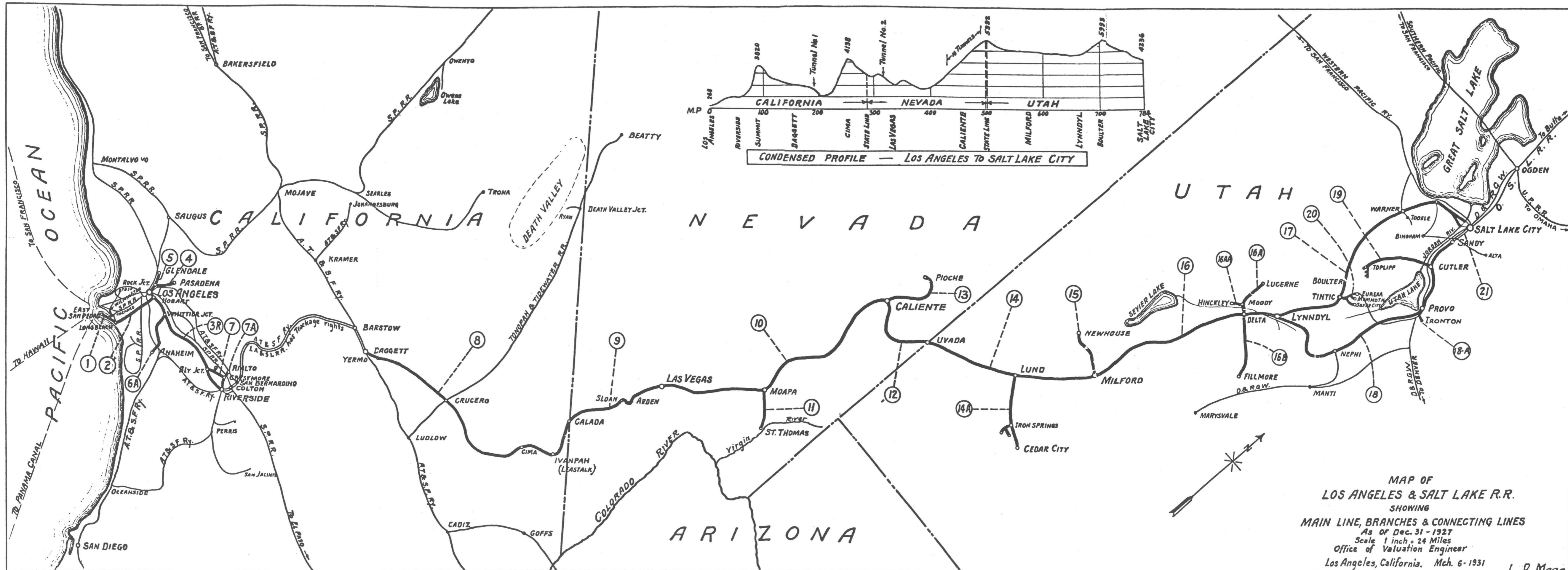
Agreement dated June 3, 1903, between William A. Clark and Edward H. Harriman, (Audit No. 543).

Agreement dated June 3, 1903, between William A. Clark and Edward H. Harriman, (Audit No. 543A).

Agreement for loan between Kuhn, Loeb & Company and San Pedro, Los Angeles & Salt Lake Railroad Company.

Stock Trust Agreement, dated June 7, 1903, between William A. Clark and Edward H. Harriman, (Audit No. 950)

Agreement, dated June 15, 1903, between Oregon Short Line Railroad Company, San Pedro, Los Angeles & Salt Lake Railroad Company and Union Pacific Railroad Company (Audit No. 541).



MAP OF  
LOS ANGELES & SALT LAKE R.R.  
SHOWING  
MAIN LINE, BRANCHES & CONNECTING LINES  
As of Dec. 31 - 1927  
Scale 1 inch = 24 Miles  
Office of Valuation Engineer  
Los Angeles, California. Mch. 6-1931  
L.R. Meag