



MAP OF THE CONDON, KINZUA & SOUTHERN RAILROAD

LEGEND

— Condon, Kinzua & Southern Railroad.



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EXPLANATORY TEXT

CONDON, KINZUA & SOUTHERN RAILROAD COMPANY

12/21/28

1. DESCRIPTION OF ROAD.

The Condon, Kinzua & Southern Railroad Company, hereinafter called the carrier, was incorporated May 8, 1928 under the general laws of the state of Delaware and acquired from the Kinzua Pine Mills Company on June 1, 1928. The property, located in the State of Oregon, extends from Condon to Kinzua. It is standard gauge and steam operated, and connects with the O.W.R. & N. Railway at Condon.

2. MILEAGE AND VALUATION SECTIONS.

One valuation section has been established.

The mileage is as follows:

Main Track	23.932
Yard Tracks and Sidings	.607
Total all Tracks	24.539

3. CHARACTERISTICS OF COUNTRY.

The country traversed by the carrier is in general a rolling section and lightly timbered. Practically all the carrier's revenue tonnage is derived from transporting the products of the forest, although there may be some shipments of sheep and cattle. The line follows a canyon for nearly its entire length and crosses and recrosses the small streams in the canyon.

4. ROAD.

The grading is very light and averages less than 10,000 cubic yards per mile and is classified as follows: common, 70%; loose rock, 21% and solid rock 9%.

There are no important structures on this line, small drainage areas being taken care of by means of wood box culverts and corrugated iron pipe culverts.

Ties are of low quality fir and pine.

Rail is relay 56¢ to 81¢, most of which is 60¢.

Track is ballasted with rock, most of which is obtained from rock cuts on the line.

5. EQUIPMENT.

The carrier owns and uses 1 steam locomotive, 2 units of freight train equipment and 1 passenger motor car.

On equipment purchased secondhand the cost of reproduction new herein is its secondhand reproduction cost. The cost of reproduction less depreciation for such equipment was computed by applying a condition per cent of the property in its second cycle of use to its secondhand cost.

6. ENGINEERING AND GENERAL EXPENDITURES.

Account 1 - Engineering.

Engineering has been estimated at 4 per cent upon Road Accounts 3 to 47, inclusive.

Accounts 71 to 77 - General Expenditures.

General Expenditures, Accounts 71 to 77, exclusive of Account 76, have been estimated at 2 per cent upon Road Accounts 1 to 47, exclusive of Account 2 - Land.

Interest During Construction, Account 76, has been estimated at the rate of 6 per cent per annum for one half the construction period plus 3 months upon Road Accounts 1 to 47, exclusive of Account 2 - Land, and upon General Expenditures, Accounts 71 to 77, exclusive of Account 76, and for 3 months upon Equipment Accounts 51 to 58, inclusive.

7. GENERAL INFORMATION.

(a) Grading

Grading has been computed on the "one way pay" basis with a 500 foot free haul limit for team work.

(b) Shrinkage

To the measured volume of all embankment and ballast quantities, ten per cent has been added to cover shrinkage.

12/31/22

val.

B. V. Form No. 551

INTERSTATE COMMERCE COMMISSION

Owner **Condon, Kinross & Southern Railroad Company** BUREAU OF VALUATION

Sheet No. _____ of this valuation section.

Val. Section No. **1-Ore.** Miles Main Line, _____ Miles all Tracks.*

Approved: **C. A. Hoglund**

12-900

LOCATION		Where but a single percentage is stated it represents both per cents.		UNIT (2)	NUMBER OF UNITS (3)	COST OF REPRODUCTION		
(1)	CHARACTER OF PROPERTY AND DESCRIPTION (I. C. C. classification)	Condition Per Cent	Per Cent of Cost New			Per Unit (4)	New, Total (5)	Less Depreciation (6)
Acct. No. 36	Title ROADWAY SMALL TOOLS					\$	\$	\$
	Section gang tools	75		Sets	2		960	720
	B & B Tools	75		"	1		50	38
	Engineering instruments	50		"	1		305	151
Total for Valuation Section			69				1,315	909
Acct. 44 - SHOP MACHINERY								
	3-Tube expanders; 1 Beading tool; 1 taps and dies; 1928	95	95 lot		1		75	71
Total for Valuation Section			95				75	71
Acct. 51 - STEAM LOCOMOTIVES								
	No. 1; Lima Locomotive Works; 1923; type Shay - A-56-B; Cylinders 11"x18"; Total light weight 47 tons; secondhand 1928	100	100	Each	1		10,077	10,077
Total for Valuation Section			100				10,077	10,077
Acct. 53 - FREIGHT TRAIN CARS								
	Flat Cars: No. 1 and 2; capacity 60,000 lbs; wood underframe; secondhand 1928	97	97	Each	2	625	1,250	1,213
Total for Valuation Section			97		2		1,250	1,213
Acct. 54 - PASSENGER TRAIN CARS								
	Gasolene Motor: No. 5; Mack Truck Co; 1923; Model A-B rail car; capacity 10 tons freight or 21 passengers	50	51	Each	1		3,215	1,640
Total for Valuation Section			51		1		3,215	1,640

Approved: John R. Thompson