



See map of SEATTLE Serial No. 99

See map of SPOKANE Serial *99 Spokane

INTERSTATE COMMERCE COMMISSION
 BUREAU OF VALLATION
 PACIFIC DISTRICT
 MAP SHOWING THE SUMPTER VALLEY

6/30/13

EXPLANATORY TEXT

I. DESCRIPTION OF ROAD

Smyther Valley Railway is a single track narrow gauge line extending from Baker, Oregon, to Prairie, Oregon. Baker, Oregon, is a station on the main line of the Oregon-Washington Railroad & Navigation Company between Huntington and Portland.

II. MILEAGE AND VALUATION SECTIONS

One valuation has been established. The mileage is as follows:

Main track	78.678 miles
Yard Tracks and Sidings	15.678 "
Total	<u>94.356</u>

III. CHARACTERISTICS OF COUNTRY

The Smyther Valley Railway was built primarily as a logging road and passes through a country which was formerly heavily timbered. There is still a large amount of timber along the line, but at some points where the land has been cleared excellent crops of hay and grain are now raised. In some localities there is placer mining for gold. The principal business is the transportation of logs and lumber products for the general saw mills, although the carrier handles some grain, hay and other farm products, including the output of a small flour mill located at Prairie.

The climate is moderate although frequently during the winter season there are considerable snow falls. The rainfall averages from 38 to 48 inches per annum in the higher altitudes. Temperatures are moderate.

IV. ROAD

Going to the fact that the line is narrow gauge and a maximum gradient of 4% and a minimum curvature of 24 degrees had been adopted, the original ground surface was followed closely and there was little heavy grading work. At some points clearing and grubbing would be the principal difficulty of construction. Pike bridges and log culverts are used to carry the drainage. The tracks are laid with 40# to 56# reley rail which was purchased from the Oregon-Washington Railroad & Navigation Company.

V. EQUIPMENT

This carrier owns 11 locomotives, 311 freight cars and 11 passenger cars.

VI. ENGINEERING AND GENERAL EXPENDITURES

Account 1 - Engineering

Engineering has been estimated at 4% upon accounts 3 to 47 inclusive.

INTERSTATE COMMERCE COMMISSION

Owner Sumpter Valley Railway Company.

BUREAU OF VALUATION

Sheet No. _____ of this valuation section.

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

Approved: C. H. Kessler,
Senior Mechanical Engineer.

(1)	LOCATION.	CHARACTER OF PROPERTY AND DESCRIPTION.	Where but a single percentage is stated it represents both per cents.		UNIT.	NUMBER OF UNITS.	COST OF REPRODUCTION.		
			Condition Per Cent.	Per Cent of Cost of New.			Per Unit (4)	New, Total (5)	Less Depreciation (6)
	Acct. No. <u>44</u>	Title <u>SHOP MACHINERY - (Cont'd)</u> (L. C. C. Classification.)							
	<u>South Baker - (Cont'd)</u>								
	<u>Machine Shop and Engine House - (Cont'd)</u>								
		Cylinder Boring Bar; 2-1/2"x8"; Underwood	40	41	Each	1	249.00	249.	102.
		Crank Pin Turning Machine; takes pins to 8" diam.; 10" travel; Pedrick & Ayer	40		"	1	208.00	208.	84.
		Motor; A. C.; type I; form K; 25 H.P.; 1200 R.P.M.; 220 volts; General Electric	85	86	"	1	189.00	189.	162.
		Shafting, hangers, pulleys; miscellaneous lot	66	67				311.	208.
		Belting; leather; miscellaneous lot	75					702.	528.
		Tools and devices; hand and portable; miscellaneous lot	60	61				3,404.	2,066.
		Total		64				13,067.	8,413.
	<u>Car Repair Shop</u>								
		Tools and devices; hand and portable; miscellaneous lot	60	61				627.	389.
	<u>Foundry Patterns</u>								
		Miscellaneous lot of 256	70					912.	638.
		Total (South Baker)		65				14,606.	9,431.
		Total for Valuation Section		65				\$14,657.	\$9,462.

ACCOUNT 51 - STEAM LOCOMOTIVES.

Type 2-6-0 (Mogul)-

No. 1 and 2; Baldwin; 1901; cylinders 16"x20"; total light weight 41 tons; wood burning; passenger service; purchased second hand 1910. 71 72 Each 2 6339. 12,678. 9,167.

No. 4; Baldwin; 1904; cylinders 16"x22"; total light weight 46 tons; wood burning; freight service; purchased second hand 1910. 75 76 " 1 8016. 8,016. 6,098.

Type 2-8-0 (Consolidation)-

No. 3; Baldwin; 1898; cylinders 16"x20"; total light weight 41 tons; wood burning; freight service; purchased second hand 1910. 45 50 " 1 3006. 3,006. 1,511.

No. 10; Baldwin; 1890; cylinders 15"x18"; total light weight 33 tons; wood burning; switch service; purchased second hand 1900. 35 40 " 1 2750. 2,750. 1,110.

No. 14; Baldwin; 1906; cylinders 16"x22"; total light weight 47 tons; wood burning; freight service; purchased second hand 1912. 75 76 " 1 7395. 7,395. 5,629.

No. 15; Baldwin; 1890; cylinders 16"x20"; total light weight 39 tons; wood burning; switch service; purchased second hand 1912. 45 50 " 1 3022. 3,022. 1,511.

Type 2-8-2 (Nikado) -

Nos. 16, 17 and 18; Baldwin; 1915 - 1916; cylinders 17"x22"; total light weight 61 tons; wood burning; freight service. 27 " 3 12632. 37,296. 36,216.

Type 4-6-0 (10-wheel) -

No. 50; Baldwin; 1916; cylinders 16"x20"; total light weight

INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION

Owner Sumptner Valley Railway Company,

Sheet No. _____ of this valuation section.

Val. Section No. Oregon 1, _____ Miles Main Line, _____ Miles all Tracks.

Approved: G. H. Kessler,
Senior Mechanical Engineer.

LOCATION. _____ Where but a single percentage is stated it represents both per cents.
CHARACTER OF PROPERTY AND DESCRIPTION. _____
(1) _____

ACCT. NO.	TITLE	CONDITION PER CENT.	PER CENT OF COST NEW.	UNIT.	NUMBER OF UNITS.	COST OF REPRODUCTION.		
						PER UNIT. (4)	NEW, TOTAL (5)	LESS DEPRECIATION (6)
Freight Train Cars -								
Coach Cars -								
	No. 1 and 4; 24 feet; wood body and underframe; 3"x4" journals; open platforms; purchased second hand	37	43	Each	2	350.	700.	308.
	No. 2 and 3; S. V. Ry. Co.; 27 feet; wood body and underframe; 3-1/4"x4" journals; open platforms;	65	67	"	2	643.	1,286.	864.
	No. 5; 27 feet; S. V. Ry. Co.; wood body and underframe; open platforms; rebuilt 1915	75	77	"	1	643.	643.	493.
Refrigerator Cars -								
	No. 1 to 3; 27 feet; wood body and underframe; 30,000¢ capacity; purchased second hand	63	67	"	3	312.	936.	629.
Box Cars -								
	No. 1006 to 1020; 24 and 25 feet; wood body and underframe; 20,000¢ to 25,000¢ capacity; purchased second hand	45	52	"	13	226.	2,938.	1,637.
	No. 1050 to 1159; 27 to 28 feet; wood body and underframe; 30,000¢ capacity; purchased second hand	48	55	"	30	262.	7,860.	4,819.
	No. 1670 and 1672; S.V. Ry. Co.; 25 feet; wood body and underframe; 40,000¢ capacity.	65	66	"	2	550.	1,100.	848.
Horse Car -								
	No. 2001; 24 feet; wood body and underframe; 20,000¢ capacity; purchased second hand	35	45	"	1	210.	210.	94.
Stock Cars -								
	No. 2007 to 2025; 25 to 27 feet; wood body and underframe; 20,000¢ to 25,000¢ capacity; purchased second hand	65	69	"	11	245.	2,695.	1,837.
Gondola Cars -								
	No. 4370 and 4371; 30 feet; wood body and underframe; 40,000¢ capacity; purchased second hand	51	59	"	2	250.	500.	294.
Flat Cars -								
	No. 5320 to 5349; 20 feet; wood body and underframe; 25,000¢ capacity; purchased second hand	50	59	"	29	200.	5,800.	3,408.
	No. 6010 to 6018, 6111 to 6114 and 7010; 27 feet; wood body and underframe; 24,000¢ capacity; purchased second hand	56	63	"	13	190.	2,470.	1,555.
	No. 6020 to 6049 and 6120 to 6125; 27 feet; wood body and underframe; 25,000¢ capacity; purchased second hand	52	60	"	54	195.	6,530.	3,970.
	No. 6050 to 6068 and 7050 to 7061; S. V. Ry. Co.; 27 feet; wood body and underframe; 30,000¢ capacity	56	60	"	29	400.	11,600.	6,943.
	No. 6210 to 6218, 6220 to 6229 and 62300 to 62301; 22 feet; wood body and underframe; 24,000¢ and 25,000¢ capacity; rebuilt S.V. Ry.Co.	70	74	"	29	250.	7,250.	5,336.
	No. 6250 to 6267; S. V. Ry. Co.; 22 feet; wood body and underframe; 30,000¢ capacity	70	74	"	17	260.	4,420.	3,257.
	No. 7320 to 7352; 30 feet; wood body and underframe; 25,000¢ and 30,000¢ capacity; purchased second hand	63	68	"	21	220.	4,620.	3,189.
	No. 7370 to 7399 and 8370 to 8371; 30 feet; wood body and underframe; 40,000¢ capacity; purchased second hand	38	48	"	25	240.	6,240.	3,015.
	No. 7410; S. V. Ry. Co.; 33 feet; wood body and underframe;							

Owner Snapier Valley Railway Company,

BUREAU OF VALUATION

Sheet No. _____ of this valuation section.

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

Approved: C. H. Kessler,
Senior Mechanical Engineer.

LOCATION. Where but a single percentage is stated it represents both per cents.

(1) CHARACTER OF PROPERTY AND DESCRIPTION. (2) Condition Per Cent. (3) Per Cent. of Cost Made. (4) UNIT. (5) NUMBER OF UNITS. (6) COST OF REPRODUCTION. Per Unit. (7) New, Total. (8) Less Depreciation.

Acct. No. 53 Title FREIGHT TRAIN CARS.
(I. C. C. classification.)

Flat Cars - (Cont'd)

No.	Description	Condition Per Cent.	Per Cent. of Cost Made	UNIT.	NUMBER OF UNITS.	Per Unit.	New, Total.	Less Depreciation.
No. 7520 to 7525 and 7550;	S. V. Ry. Co.; 35 feet; wood body and underframes; 28,000¢ and 30,000¢ capacity	55	60	Each	7	425.	2,975.	1,789.
No. 7670 to 7678 and 76400 to 76403;	S. V. Ry. Co.; 36 feet; wood body and underframes; 40,000¢ capacity; rebuilt 1915	54	55	"	10	475.	4,750.	4,062.
No. 76500 to 76512;	S. V. Ry. Co.; 36 feet; wood body and underframes; 50,000¢ capacity; rebuilt 1915	57	58	"	13	520.	6,760.	5,964.
No. 76600 to 76614;	S. V. Ry. Co.; 1915; 36 feet; wood body and underframes; 60,000¢ capacity	98	"	"	15	594.	8,910.	8,750.
				Total for Freight Train Cars	69		\$91,705.	\$62,858.

ACCOUNT 54 - PASSENGER TRAIN CARS.

Passage & Mail Cars -

No. 1 and 3;	wood body and underframes; length over end sills 42 ft. and 40 ft.; 4 wheel composite trucks with 30" cast wheels; journals 3-3/4"x2-1/2"; oil lights; stoves; open platforms; purchased second hand.	40	42	Each	2	1200.	2,400.	1,020.
No. 2;	wood body and underframes; length over end sills 41 ft.; 4-wheel wood frame trucks, with 26" cast wheels; 3-1/4"x2" journals; oil lights; stoves; open platforms; purchased second hand.	20	23	"	1	1200.	1,200.	290.

Coaches -

No. 20 and 21;	wood body and underframes; length over end sills 42'-0"; 4-wheel composite trucks, with 30" cast wheels; oil lights; stoves; open platforms; purchased second hand.	50	52	"	2	1500.	3,000.	1,550.
No. 22 and 23;	wood body and underframes; length over end sills 42'-0"; 4-wheel composite trucks, with 30" cast wheels; 3-1/2"x2-1/2" journals; oil lights; stoves; open platforms; purchased second hand.	20	23	"	2	1500.	3,000.	680.
No. 24;	wood body and underframes; length over end sills 40'-4"; 4-wheel composite trucks with 30" cast wheels; 3-1/2"x2-1/2" journals; oil lights; stoves; open platform; purchased second hand.	21	25	"	1	1500.	1,500.	354.

Observation Cars

No. 52 and 53;	open type; wood body and underframes; length over end sills 27'-4"; 4-wheel composite trucks, with 26" cast wheels; 3-1/2"x2-1/2" journals; open platforms; purchased second hand.	30	35	"	2	600.	1,200.	416.
No. 57;	open type; wood body and underframes; length over end sills 37'-8"; 4-wheel composite trucks with 26" cast wheels; 3-1/4"x2-1/2" journals; open platforms; purchased second hand.	50	52	"	1	800.	800.	420.
				Total for Passenger Train Cars	35		\$13,100.	\$6,720.

INTERSTATE COMMERCE COMMISSION

Owner Sumpter Valley Railway Company.

BUREAU OF VALUATION

Sheet No. _____ of this valuation section.

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

Approved: G. E. Kessler,
Senior Structural Engineer.

LOCATION.		Where but a single percentage is stated it represents both per cent.			COST OF REPRODUCTION.			
(1)	CHARACTER OF PROPERTY AND DESCRIPTION.	Condition Per Cent.	Per Cent of New.	UNIT.	NUMBER OF UNITS.	COST OF REPRODUCTION.		
						Per Unit. (4)	New, Total. (5)	Less Depreciation (6)
	Acct. No. <u>57</u> Title <u>WORK EQUIPMENT.</u> (I. C. C. classification.)					\$	\$	\$
<u>Business Car -</u>								
	No. 1; wood body and underframe; length over end sills 38'00"; 4-wheel composite trucks with 26" cast wheels; 3-1/2"x6-1/2" journals; gas lights; Baker heater; open platforms.	80	51	Each	1	2200.	2,200.	1,130.
<u>Snow Plow -</u>								
	No. 1; wedge type; built onto 36 ft., 40,000# capacity gondola; purchased second hand	70	73	"	1	450.	450.	327.
<u>Water Tank -</u>								
	No. 8; wood underframe; steel tank; 2500 gal.; journals 3-1/2"x6-1/2"; (old locomotive tender); purchased second hand	45	51	"	1	350.	350.	180.
<u>Wood Cars -</u>								
	Nos. 075, 076, 21, 23, 24, 25, 27, 52, 4, 32 and 9443; 26 feet; wood body and underframe; 20,000# capacity; purchased second hand	20	33	"	10	180.	1,800.	600.
<u>Outfit Cars -</u>								
	Nos. 01 to 040; 26 feet; wood body and underframe; 20,000# capacity; purchased second hand	12	25	"	25	210.	5,250.	1,030.
<u>Derrick Car -</u>								
	No. 070; 30 feet; all metal construction; locomotive type boiler; two vertical engines; purchased second hand	60	68	"	1	600.	600.	408.
<u>Flat Car -</u>								
	No. 073; 29 feet; wood body and underframe; 20,000# capacity	69	74	"	1	195.	195.	144.
<u>Tool & Tank -</u>								
	No. 071; S. V. Ry. Co.; 27-foot; wood body and underframe; 20,000# capacity; steel tank from old locomotive, 2300 gal. capacity.	17	27	"	1	250.	250.	69.
<u>Tool & Outfit -</u>								
	No. 072; S. V. Ry. Co.; 27 foot; wood body and underframe; 20,000# capacity; including tools.	50	54	"	1	350.	350.	190.
<u>Steam Shovels -</u>								
	No. 3142; Marion; 1913; Model 30; capacity 1 yd.	65	65	"	1	6071.	6,071.	3,994.
Total for Work Equipment		48.					\$17,526. ✓	\$8,332. ✓