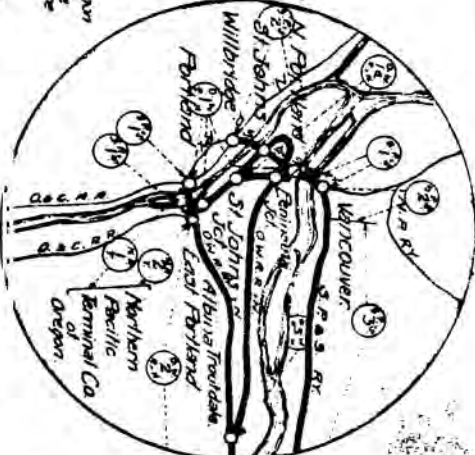


See map of SEATTLE SERIAL NO. 39

See map of SPOKANE SERIAL NO. 39



INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION
PACIFIC DISTRICT

MAP SHOWING THE

CENTRAL RAILROAD OF OREGON

Scale 1 inch = 8 miles June 30, 1916

EXPLANATORY TEXT

VII. GENERAL INFORMATION
I. DESCRIPTION OF ROAD

The Central Railroad of Oregon is a single track standard gauge steam railroad connecting with the Oregon-Washington Railroad and Navigation Company at Union Junction and Hot Lake, Oregon, and extending to Union and Cove, Oregon.

II. MILEAGE AND VALUATION SECTIONS

Only one valuation section has been assigned to this carrier, the mileage of which is as follows:

| | |
|------------------|--------------|
| Main Track | 16.128 miles |
| Other Tracks | 1.309 " |
| Total All Tracks | 17.432 " |

III. CHARACTERISTICS OF COUNTRY

The Central Railroad of Oregon lies in a rich agricultural section known as the Grande Ronde Valley. The principal crop is wheat, but the country is also well adapted to the raising of fruit and alfalfa. The business on this line has suffered on account of the increased use of auto trucks and the nearness of the Oregon-Washington main line.

IV. ROAD

The grading is very light, the roadbed being close to the original ground surface. There are no cuts of classified material and very few of the embankments are over 10 feet in height. The carrier economized on grading by using steep grades and sharp curves at a number of points.

All tracks are laid with 35# to 60# relay rail, and have not been ballasted.

Timber culverts and pile trestles are used at stream crossings.

V. EQUIPMENT

The carrier owns only three freight traincars, using one locomotive and four passenger train cars owned by various private individuals.

VI. ENGINEERING AND GENERAL EXPENDITURES

Engineering is estimated upon the basis of 4% of Road Accounts Nos. 3 to 48 inclusive, and is not depreciated.

General Expenditures are estimated upon the basis of 1-1/2% of amounts given under Accounts Nos. 1 to 48 (except Account 2), and are depreciated upon the basis of the depreciation assigned to those accounts from which derived.

Interest during construction is estimated on the basis of 8% per annum for one-half the construction period of eight months, plus three months, upon amounts shown under Accounts 1 to 48, inclusive (except Account 2), and Accounts 71 to 76 and 77, and on a basis of 8% per annum for three months upon amounts shown under Accounts 51 to 60, inclusive. Account 76 has been depreciated on the basis of the depreciation assigned to those accounts from which derived.

INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION

Sheet No. _____ of this valuation section.

Owner Central Railroad of Oregon

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

Approved: R. W. Gray
Senior Tel. & Tel. Engineer

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

CHARACTER OF PROPERTY AND DESCRIPTION.

COST OF REPRODUCTION.
Per Unit (4) New, Total (5) Less Depreciation (6)

| Acct. No. | Title | Location | Condition Per Cent. | Per Cent. of Cost New. | UNIT. | NUMBER OF UNITS. (3) | COST OF REPRODUCTION. | | |
|---------------------------|---------------------------------------|----------|---------------------|------------------------|-------|----------------------|-----------------------|----------------|-----------------------|
| | | | | | | | Per Unit (4) | New, Total (5) | Less Depreciation (6) |
| A - OWNED AND USED | | | | | | | | | |
| 26 | TELEGRAPH AND TELEPHONE LINES | | | | | | | | |
| Pole Lines - | | | | | | | | | |
| | 25' Lodge-pole Pine - Class D - poles | | 75 | | Each | 19 | 2.07 | 39. | 19. |
| | Other Poles | | 75 | | " | 37 | | 106. | 47. |
| | 25' Earth Settings | | 75 | | " | 19 | 2.17 | 41. | 20. |
| | Other Earth Settings | | 75 | | " | 37 | | 113. | 49. |
| | Guy - Type C | | 75 | | " | 12 | 1.34 | 16. | 7. |
| | Anchorage - type A 3/4" | | 75 | | " | 10 | 3.54 | 35. | 15. |
| | Other Anchorage | | 75 | | " | 2 | | 1. | |
| | Sundry Items | | 75 | | " | | | 1. | |
| | Total (Pole Lines) | | | | | 45 | | 352. | 157. |
| | Total for State of Oregon | | | | | 45 | | \$352. | \$157. |

ACCOUNT 37 - ROADWAY MACHINES

| | | | | | | | | | |
|--------------------|------------------------------------|----|----|------|---|-----------|--|---------------|---------------|
| <u>Hand Car</u> | | | | | | | | | |
| Sheffield; No. 1 | | 75 | 75 | Each | 1 | 41.73 | | 42. | 32. |
| <u>Push Car</u> | | | | | | | | | |
| Sheffield; No. 4 | | 70 | 70 | " | 2 | 33.25 | | 66. | 46. |
| <u>Velocipedes</u> | | | | | | | | | |
| Buda; No. 1 | | 75 | 75 | " | 2 | 32.78 | | 66. | 50. |
| | Total for Valuation Section | | | | | 74 | | \$174. | \$128. |

ACCOUNT 38 - ROADWAY SMALL TOOLS

| | | | | | | | | | |
|--------------|------------------------------------|----|--|-----|---|-----------|--|---------------|--------------|
| Section Sets | | 50 | | Set | 1 | 147.55 | | 148. | 74. |
| | Total for Valuation Section | | | | | 50 | | \$148. | \$74. |

ACCOUNT 44 - TOP MACHINERY

| | | | | | | | | | |
|---|------------------------------------|----|----|--|--|--|--|---------------|---------------|
| <u>Union</u> | | | | | | | | | |
| <u>Machine Shop</u> | | | | | | | | | |
| Tools and Devices; hand and portable; miscellaneous lot | | 70 | 71 | | | | | 260. | 184. |
| | Total (Union) | | | | | | | 260. | 184. |
| | Total for Valuation Section | | | | | | | \$260. | \$184. |

ACCOUNT 53 - FREIGHT TRAIN CARS

| | | | | | | | | | |
|---|-------------------------------------|----|----|------|---|-----------|--|---------------|---------------|
| <u>Caboose Car</u> | | | | | | | | | |
| No. 1; 30 feet; wood body and underframe; 4"x7" journals; open platforms; purchased second hand | | 50 | 62 | Each | 1 | 200 | | 200. | 135. |
| <u>Box Car</u> | | | | | | | | | |
| No. 401; 28 feet; wood body and underframe; 40000# capacity; purchased second hand | | 50 | 61 | " | 1 | 225 | | 225. | 138. |
| <u>Stock Car</u> | | | | | | | | | |
| No. 11800; 36 feet; wood body and underframe; 50000# capacity; purchased second hand | | 40 | 55 | " | 1 | 200 | | 200. | 110. |
| | Total for Freight Train Cars | | | | | 60 | | \$625. | \$373. |

INTERSTATE COMMERCE COMMISSION
 BUREAU OF VALUATION

Central Railroad of Oregon

Vol. Section No. Non Allocated Miles Main Line, _____ Miles all Tracks.*

Approved: C. H. Kessler
 Senior Mechanical Engineer

| LOCATION. | CHARACTER OF PROPERTY AND DESCRIPTION. | Condition Per Cent. | Per Cent of Cost New. | UNIT. | NUMBER OF UNITS. | COST OF REPRODUCTION. | | |
|-------------------------------|--|------------------------|-----------------------------|-------|---------------------|-----------------------|------------|--------------------|
| | | | | | | Per Unit. | New Total. | Less Depreciation. |
| C - USED BUT NOT OWNED | | | | | | | | |
| Loc. No. <u>31</u> | Title <u>STEAM LOCOMOTIVES</u> <small>(I. C. Classification.)</small> | | | | | | | |
| Type 4-4-0 (8 Wheel) | | | | | | | | |
| | No. 12: Cylinders 18"x24"; total light weight, 59 tons; coal burning; mixed service; purchased second hand 1910. | 70 | 73 | Each | 1 | 3911 | 3,911. | 2,861. |
| Total for Steam Locomotives | | | 73 | | | | \$3,911. | \$2,861. |

ACCOUNT 54 - PASSENGER TRAIN CARS

Passenger & Baggage Car

| | | | | | | | |
|--|----|----|------|---|------|--------|------|
| No. 18; Pennsylvania Railroad; wood body and underframe; length over end sills 59'-3"; 6 wheel composite trucks with 36" steel wheels; 4-1/4"x8" journals; oil lights; steam heat; purchased second hand 1911. | 40 | 44 | Each | 1 | 2101 | 2,101. | 930. |
|--|----|----|------|---|------|--------|------|

Sleeping Car

| | | | | | | | |
|---|----|----|---|---|-----|--------|--------|
| No. 20 and 21; Pullman; wood body and underframe; length over end sills 56' - 0"; 6 wheel composite trucks, with 36" steel wheels; 4-1/4"x8-1/2" journals; oil lights; Baker Heater; purchased second hand 1911. (No. 21 has interior stripped) | 64 | 71 | " | 2 | 775 | 1,550. | 1,100. |
|---|----|----|---|---|-----|--------|--------|

Coach and Baggage Car

| | | | | | | | |
|--|----|----|---|---|------|--------|--------|
| No. 100; steam motor type; Schenectady; 1897; wood body and underframe; length over end sills 64'-2"; 1-4 wheel composite truck with 40" steel wheels; 1-4 wheel connected all metal truck with 41 steel wheels; 4"x7" journals; oil lights; steam heat; engine 12"x16" cylinder; vertical boiler 52"x126"; purchased second hand 1911 | 55 | 57 | " | 1 | 4500 | 4,500. | 2,565. |
|--|----|----|---|---|------|--------|--------|

Total for Passenger Train Cars 56 4 \$8,151. \$4,595.

Handwritten initials and date: C.H.K. 1/19