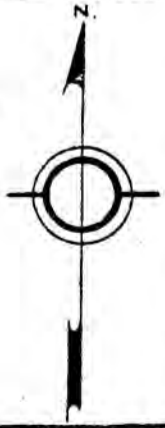


MAP OF THE
CITY OF PRINEVILLE
RAILWAY

LEGEND

— City of Prineville Railway



EXPLANATORY TEXT
CITY OF PRINEVILLE RAILWAY

1. DESCRIPTION OF ROAD.

The City of Prineville Railway is a municipal railway constructed, owned and operated by the City of Prineville, Oregon. It is un-incorporated.

The railroad owned by this carrier is single track, standard gauge, steam operated and extends from a connection with the tracks of the Oregon Trunk Railway at Prineville Junction, in a easterly direction to the end of the track at Prineville, all within the State of Oregon.

Practically all of the rail and track material in use on this road is leased from the Oregon - Washington Railroad & Navigation Company, and the Oregon Trunk Railway.

2. MILEAGE AND VALUATION SECTIONS.

One valuation section has been established for the wholly owned and used property and is designated 1-Oregon.

The mileage is as follows:

Main Track	15.340
Yard Tracks and Sidings	1.755
Total All Tracks	<u>20.095</u>

Two separate valuation sections, designated 1A-Oregon and 1B-Oregon, have been established to cover property wholly used but not owned, leased from the Oregon - Washington Railroad & Navigation Company, and the Oregon Trunk Railway.

3. CHARACTERISTICS OF COUNTRY.

The country traversed by this road consists of the high lava plains and valley of the Crooked River. Lava or basalt was encountered in the excavations. The soil in the valley is mostly a river silt.

The raising of sheep and cattle is the principal industry.

4. ROAD.

The grading is rather light averaging about 9,000 cubic yards per mile. About 18 per cent is classified as loose rock, 4 per cent solid rock and the remainder common.

The rail practically all of which is leased from the Oregon - Washington Railway & Navigation Company and Oregon Trunk Railway is 60 pound relay.

Cross ties are fir and pine.

A portion of the road is ballasted with gravel.

5. EQUIPMENT.

The carrier owns and uses 1 steam locomotive and 3 passenger train cars.

On equipment purchased second-hand, the cost of reproduction new herein is its second-hand 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 second-hand 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.

N

B. V. Form No. 561

INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION

Sheet No. _____ of this valuation section.

Owner City of Prineville Railway

Approved: John R. Thompson

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

12-000

LOCATION (1)	CHARACTER OF PROPERTY AND DESCRIPTION <small>Where but a single percentage is stated it represents both per cents.</small>	Condition Per Cent	Per Cent of Cost New	UNIT (2)	NUMBER OF UNITS (3)	COST OF REPRODUCTION		
						Per Unit (4)	New, Total (5)	Less Depreciation (6)
Acct. No. <u>51</u>	Title <u>STEAM LOCOMOTIVES</u> <small>(I. C. C. classification)</small>					\$	\$	\$
	No. 2; Schenectady Locomotive Works; 1869; type 2-6-0; mixed service; cylinders 17" x 24"; total light weight 57 tons; second hand; 1925.	94	95	Each			6,615	6,284
	Total for account 51		95				6,615	6,284
ACCOUNT NO. 54 - PASSENGER TRAIN CARS.								
	Passenger & Baggage Car. No. 2; Pull. Co.; wood body and underframe, length 60'-6"; wood plated 6 wheel trucks; second hand 1916.	31	33		1		7,665	2,529
	Motor Pass. Car. No number; White chassis; 4 cylinder gasoline motor length 18'; 6 wheel	10	10		1		6,759	675
	Baggage trailer car. No number; wood; 16'-6"; 4 wheel	20	22		1		686	195
	Total for account 54		22		3		15,310	3,400
ACCOUNT 76 - INTEREST DURING CONSTRUCTION.							G. S. Douglass	
	6% per annum for 3 months on Cost of Reproduction New of Equipment Accounts 51 to 58 inclusive	44		\$	21925	.015	329	145