

# O R E G O N



## MAP OF THE OREGON, CALIFORNIA & EASTERN RAILWAY

### LEGEND

— Oregon, California & Eastern Railway



EXPLANATORY TEXT

OREGON, CALIFORNIA & EASTERN RAILWAY COMPANY

1. DESCRIPTION OF ROAD.

The Oregon, California & Eastern Railway Company, hereinafter referred to as the carrier, was incorporated under the general laws of the State of Nevada, October 6, 1915. The property is located in the western part of the State of Oregon, extending from a connection with the Southern Pacific Railroad at Klamath Falls, Oregon in a general northeasterly direction to Ely, Oregon, a distance of about 66 miles. The property is standard gauge and steam operated.

2. MILEAGE AND VALUATION SECTIONS.

Wholly Owned and Used				Oregon (All)			
Val. Sec.	From	To	1st Main Track	Other Main Track	Yard Tracks & Sidings	All Tracks	
1A-Crs.	Klamath Falls	Sprague River	38.305	-	6.531	44.834	
1B-	Swan Lake Junction	Swan Lake	1.848	-	-	1.848	
1C-	Dairy	Bonanza	0.539	-	0.188	0.721	
2-	Sprague River	Ely	26.583	-	4.891	31.454	
: Total			67.247	-	11.604	78.851	

3. CHARACTERISTICS OF COUNTRY.

The country traversed by the carrier is very rough and at the time of construction was heavily timbered. At one point on the line, there is considerable farming, potatoes being the principal product. Practically all of the carrier's revenue tonnage is derived from transporting potatoes and lumber.

4. ROAD.

Grading averages about 14,000 cubic yards per mile, much of which is classified material. The grading is rather light, considering the location of the line since much of it lies in comparatively level basins.

There are no bridges of consequence. Culverts are mostly corrugated iron pipes and wood boxes. The other openings are either pile or frame trestles.

Rail is chiefly 60 pound and 55 pound relay laid on fir cross ties.

Ballast consists in part of volcanic cinders and local rock but a considerable portion of the line is earth surfaced.

5. EQUIPMENT.

The carrier owns and uses 2 steam locomotives, 62 units of freight train equipment, one passenger car, one caboose and 8 units of work equipment.

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 two 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 59 inclusive.

INTERSTATE COMMERCE COMMISSION

Owner **Oregon, California & Eastern Railway Company** BUREAU OF VALUATION

Sheet No. \_\_\_\_\_ of this valuation section.

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

Approved: \_\_\_\_\_

LOCATION	CHARACTER OF PROPERTY AND DESCRIPTION	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. <b>37</b>	Title <b>ROADWAY MACHINES.</b> (I. C. C. classification)					\$	\$	\$
	Inspection Car - converted Pierce Arrow, limousine body, New 1911, second hand 1924	60	60	Each	1			1,695
	Inspection Car - converted Ford - New 1920; S.H., 1925	68	68	"	1		177	122
	Steam Shovel, 518 cu.yd., Bucyrus; S.H., 1917	40	42	"	1		3,852	1,618
	Saw Cut-off, carrier built 1919	64		"	1		18	12
	Gasoline engine, 6 H.P.F.M., second hand 1920	34	36	"	1		68	24
	Motor Car - Fairmont, type Q.H.B., 1923	70	71	"	1		344	244
	Motor Car - Fairmont, type Q.H.F., 1920	52	53	"	1		260	138
	Motor Car - Fairmont, type M-2, 1928	100	100	"	3	314.00	942	942
	Motor Inspection Car - Fairmont, type Q.H.M., 1927	94	94	"	1		320	301
	Motor Inspection Car - Fairmont, type M-202, S.H., 1928	100	100	"	1		152	152
	Motor Car Engine - Fairmont type, Q.N.M.	50	52	"	1		125	65
	Push Cars - F.M - Kalamazoo #16 1/2, 1928	100	100	"	2	82.00	164	164
	Push Car, platform 4'5" x 3'6", S.H., 1917	50	52	"	1		56	29
	Push Car, F.M. - Kalamazoo, 1925, 1926	87	87	"	2	90.00	180	157
	Push Car, F.M. - Sheffield #12, S.H., 1928	100	100	"	2	121.00	242	242
	Push Car, F.M. - Kalamazoo, 1926	90	90	"	1		105	95
	Push Car - carrier built	50	52	"	1		68	35
	Hand Car - F.M., Sheffield #2, 1924	80	81	"	1		111	90
	Hand Car - F.M., Sheffield #2, S.H., 1925	70	71	"	2	73.00	146	104
	Rail Car - 10 ton, U.C. Co., 1928	100	100	"	1		106	106
	<b>Total for Account 37</b>		<b>62</b>				<b>10,261</b>	<b>6,335</b>

Acct. 51 - STEAM LOCOMOTIVES.

No. 2; Baldwin Locomotive Works; 1898; type 2-6-0; freight service; cylinders 18"x24"; total light weight 66 tons; second hand; 1920	100	100	Each	1			7,260	7,260
No. 3; Pittsburgh Locomotive Works; 1899; type 2-6-0; freight service; cylinders 20"x26"; total light weight 99 tons; second hand; 1924	87	88	"	1			13,338	11,737
<b>Total for Account 51</b>		<b>92</b>					<b>20,598</b>	<b>18,997</b>

INTERSTATE COMMERCE COMMISSION

Owner Oregon, California & Eastern Railway Company BUREAU OF VALUATION

Sheet No. \_\_\_\_\_ of this valuation section.

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

Approved: John R. Thompson

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LOCATION (1)	CHARACTER OF PROPERTY AND DESCRIPTION Where but a single percentage is stated it represents both per cents.	Cauldron 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>53</u>	Title <u>FREIGHT TRAIN CARS</u> (I. C. Classification)					\$	\$	\$
	<u>Cochose Cars, 4 Wheel.</u>							
	No. C-1; capacity 60,000 lbs.; wood body and composite underframe; second hand; 1925	58	63	Each	1		1,052	663
	<u>Flat Cars - Logging Service</u>							
	Nos. 10-26, 29, 30-39; capacity 80,000 lbs.; wood underframe; second hand; 1919 and 1923	100	"	"	28	517.00	14,476	14,476
	Nos. 40-51; capacity 80,000 lbs.; wood underframe; second hand; 1924 and 1925	51	60	"	28	952.00	26,656	15,994
	Nos. 300, 301, 303, 304, 306 and 309; capacity 60,000 lbs.; wood underframe; second hand, 1917	63	71	"	6	606.00	3,636	2,582
	Total for Account 53				74		45,820	33,715
	Acct. 54 - PASSENGER TRAIN CARS.							
	<u>Passenger Coach</u>							
	No. 1; Harlan & Hollingsworth Corp.; 1885; length 48'; wood body and underframe; wood plated; 4 wheel trucks; second hand 1917	84	86	Each	1		2,160	1,858
	Total for Account 54				86		2,160	1,858
	Acct. 57 - WORK EQUIPMENT.							
	<u>Ballast Cars</u>							
	No. 01; capacity 60,000 lbs.; wood body and underframe; second hand; 1919	93	95	Each	1		700	665
	<u>Outfit Box Cars</u>							
	Nos. 201-204; capacity 60,000 lbs.; wood body and underframe; second hand; 1917	45	53	"	4	885.00	3,540	1,876
	<u>Outfit Flat Cars</u>							
	No. 302; capacity 60,000 lbs.; wood body and underframe; second hand; 1917	62	68	"	1		950	646
	No. 308; capacity 60,000 lbs.; wood body and underframe; second hand; 1917	50	59	"	1		980	578
	<u>Flat Car</u>							
	No. 48; capacity 80,000 lbs.; wood body and underframe; second hand; 1924	76	80	"	1		1,057	846
	Total for Account 57				64		7,227	4,611