



INTERSTATE COMMERCE COMMISSION  
 BUREAU OF VALUATION  
 PACIFIC DISTRICT  
 MAP SHOWING THE  
 OREGON TRUNK RAILWAY

EXPLANATORY TEXT  
OREGON TRUNK RAILWAY

6/30/16

**I. DESCRIPTION OF ROAD.**

The Oregon Trunk Railway, hereinafter referred to as the carrier, was incorporated under the general laws of the State of Washington November 3, 1908. It is a single track, standard gauge railroad extending from a connection with the Spokane, Portland and Seattle Railway at Fallbridge, Washington, thence across the Columbia River and southerly up the valley of Des Chutes River to Bend, Oregon. The carrier grants trackage rights to the Des Chutes Railroad Company, a carrier whose property is operated under lease by the Oregon-Washington Railroad & Navigation Company, the use of its line between North Junction and South Junction and between Metolius and Bend, all in the State of Oregon. Though controlled nominally through stock ownership by the Spokane, Portland and Seattle Railway, this carrier is operated as an independent line.

**II. MILEAGE AND VALUATION SECTIONS.**

WHOLLY OWNED AND USED - OREGON

Val. Sec.	From	To	Yard Tracks		
			Main Tracks and Sidings Miles	All Tracks Miles	Miles
1- Ore.	Oregon-Wash. State Line	North Junction	74.158	7.974	82.132
2- "	North Junction	South Junction	10.405	1.304	11.709
3- "	South Junction	Metolius	28.909	4.844	33.753
4- "	Metolius	Bend	42.582	14.873	57.555
			<u>156.154</u>	<u>28.995</u>	<u>185.149</u>
				<u>2.062</u>	<u>2.062</u>
	Total Wholly Owned and Used - Oregon				

WHOLLY OWNED AND USED - WASHINGTON

1- Wash.	Fallbridge	State Line	0.727	10.500	11.227
	Total Wholly Owned and Used - Washington		<u>0.727</u>	<u>10.500</u>	<u>11.227</u>
	Total Wholly Owned and Used - All States		<u>156.881</u>	<u>39.495</u>	<u>196.376</u>
				<u>2.062</u>	<u>2.062</u>

\* Jointly owned and used mileage on wholly owned and used valuation sections. Mileage is undivided.

**III. CHARACTERISTICS OF COUNTRY.**

After crossing the Columbia River near Fallbridge, the Oregon Trunk follows the Canyon of the Des Chutes River for about seventy miles. This canyon is very narrow, steep and difficult of access, and in places it is from 1000 to 1500 feet deep. The peculiar form of columnar basalt is frequently met with. The flat plateau country back from the canyon is very fertile and is adapted to grain and stock raising. From Madras south to Bend, the country is more rolling and open and although adapted to farming is but sparsely settled. The Des Chutes Railroad parallels the Oregon Trunk through the entire length of the Des Chutes Canyon but is generally on the opposite side of the river. It uses the Oregon Trunk tracks between North and South Junction.

**IV. ROAD.**

The grading may be classed as heavy with a great deal of classified material. There are seven tunnels and a number of steel bridges.

The main tracks are laid with 85¢ and 90¢ rail and other tracks with from 55¢ to 70¢.

**V. EQUIPMENT.**

This carrier owns three locomotives and ten tank cars. Equipment owned by the Spokane, Portland and Seattle Railway is largely used in operating this line.

**VI. ENGINEERING AND GENERAL EXPENDITURES.**

Account 1 - Engineering

Engineering has been estimated at 4 1/2% 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 1 1/2% 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.

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BUREAU OF VALUATION

Owner **Oregon Trunk Railway Company**  
**Non-allocated**

Approved: **John R. Thompson**

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

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
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
<b>ACCT. NO. 51 - STEAM LOCOMOTIVES</b>								
<i>(L. C. C. classification)</i>								
<b>Type 4-6-0 (10 wheel):</b>								
No. 156; Baldwin; 1904; cylinders 18"x24"; total light weight 79 tons; oil burning; passenger service; purchased second hand 1911.		80	82	Each	1	7176	7,176	5,864
Nos. 157 and 158; Schenectady; 1898; cylinders 20"x25"; total light weight 108 tons; oil burning; passenger service; purchased second hand 1912.		75	77	"	2	11427	22,854	17,561
<b>Total for Steam Locomotives</b>			78				30,030	23,425
<b>ACCT. 53 - FREIGHT TRAIN CARS</b>								
<b>Tank Cars</b>								
Nos. 38000 to 38009; Pressed Steel Car Co.; 1911; all metal construction; capacity 100000#, 12500 gal.		85	86	Each	10	1317	13,170	11,379
<b>Total for Freight Train Cars</b>			86				13,170	11,379
<b>ACCT. 54 - PASSENGER TRAIN CARS</b>								
Conductors Train Boxes - and Contents		75		Each	5	26	78	58
<b>Total for Passenger Train Cars</b>			75				78	58
<b>ACCT. 58 - MISCELLANEOUS EQUIPMENT</b>								
<b>Jointly Owned by:</b>								
Oregon Trunk Ry. Co.		50%						
Spokane Portland & Seattle Ry. Co.		50%						
		Cost of Reproduction						
		New Less Depr.						
Ford Automobile, 1914 fully equipped		569	344	60	60	Each	1	569.00
Oregon Trunk Ry. Co's portion								284
								172
<b>Jointly Owned by:</b>								
Oregon Trunk Ry. Co.		5%						
Spokane Portland & Seattle		80%						
Oregon Elec. Ry. Co.		10%						
United Ry. Co.		5%						
		Cost of Reproduction						
		New Less Depr.						
Ford Automobile, fully equipped, including electric lights		596	184	30	30	Each	1	569.00
Oregon Trunk Ry. Co's portion								30
								9
<b>Total for Valuation Section</b>								314
								181
<b>ACCT. 76 - INTEREST DURING CONSTRUCTION</b>								
<b>Non-allocated -</b>								
6% for 3 months on Accounts 51 to 58		80			43592	.015	654	523

Approved: G. S. Douglass