



MAP OF THE
**UNITED
 RAILWAYS**

LEGEND

United Railways



EXPLANATORY TEXT

UNITED RAILWAYS COMPANY (OREGON)

12/31/27

1. DESCRIPTION OF ROAD.

The United Railways Company (Oregon), hereinafter referred to as the Carrier, was incorporated under the general laws of the State of Oregon, January 17, 1906. The property is located in the northwestern corner of the State of Oregon, extending from Portland, Oregon in a general northwesterly direction to a connection with the tracks of the Oregon-American Lumber Company at the Columbia-Clatsop County Line near Measey, Oregon. The railroad is standard gauge, and with the exception of the tracks located within the corporate limits of the City of Portland, which are electrically operated by the Oregon Electric Railway Company as agent for the carrier, is steam operated.

Wholly Owned and Used:

The property owned and used by the carrier consists of certain tracks located in the City of Portland, Oregon and operated for the carrier by the Oregon Electric Railway Company as agent, together with a main line railroad extending from Linnton, Oregon to near Measey, Oregon.

Wholly Owned but not Used:

The carrier owns but leases to the Spokane, Portland and Seattle Railway Company a 1.065 mile spur track and 0.024 mile of yard tracks and sidings located in St. Helen's Road near Luts, Oregon.

The carrier also owns 5 units of passenger train car equipment that is used by the Oregon Electric Railway Company.

Wholly Used but not Owned:

The carrier uses 0.898 mile of main track and 0.993 mile of yard tracks and sidings, owned by the Nehalem Boom Company and located between River Junction, Oregon and Rafton, Oregon.

The carrier has connections for interchange of traffic with other roads, as follows:

<u>Carrier</u>	<u>Connecting Point</u>
Cales Creek & Wilson River Railroad Company	Wilkesboro, Ore.
Northern Pacific Railway Company	Portland and Millbridge, Ore.
Oregon Electric Railway Company	Bowers Jet, and Portland, Ore.
Oregon Washington Railroad & Navigation Company	Portland, Ore.
Southern Pacific Company	Portland and Wilkesboro, Ore.
Spokane, Portland and Seattle Railway Company	Linnton and Portland, Ore.

2. MILEAGE AND VALUATION SECTIONS.

United Railways Company (Oregon) - Wholly Owned and Used

Val. Sec.	From	To	Yard Tracks:		
			Main Track: Miles	Sidings	All Track Miles
1 - Ore.	In Portland		7.464	3.332	10.796
2 - "	Linnton	Wilkesboro	18.646	2.927	21.573
3 - "	Wilkesboro	(Columbia-Clatsop County Line)	32.585	7.971	40.556
Total - Wholly Owned and Used			58.695	14.230	72.925

United Railways Company (Oregon) - Owned but not Used
Leased to - Spokane, Portland and Seattle Railway Company

1A - Ore.	At St. Helen's Road - Near Luts		1.065	0.024	1.089
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United Railways Company (Oregon) - Used but not Owned
Owner - Nehalem Boom Company

4 - Ore.	River Jet	Rafton	0.898	0.993	1.891
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: Grand Total - Wholly Owned and Wholly Leased by the			: 59.593	: 15.223	: 74.816
: United Railways Company (Oregon) and Used by It					

3. CHARACTERISTICS OF COUNTRY.

From Linnton to the Cornelius Tunnel - Mile 8 - the carrier's railroad traverses a canyon and mountainous country. After crossing this divide the country flattens out and an agricultural section is traversed to beyond Wilkesboro where rough mountainous country is again encountered. The soil is clay and loam. Some of the clay is very hard, having the appearance of baked clay and resembling hard pan in characteristics. Rock is hard basalt and medium sandstone, the latter disintegrates on exposure to the elements. Products of the forest and

4. ROAD.

Grading is heavy on portions of the line and for the entire mileage of valuation sections Ore.-2 and Ore.-3 averages 32,000 cubic yards per mile. The classification for these sections is as follows: common 44 per cent, hard pan 6 per cent, loose rock 29 per cent, solid rock 21 per cent. Grading on valuation section Ore.-1 is practically all trench excavation in the paved streets of Portland.

There is one 4,111 ft. and one 1,137 ft. tunnel. Both are lined. The former is concrete lined for 307 ft. and timber lined for the remainder; the latter is timber lined throughout.

The carrier has 5 short span truss bridges. Framed trestles are used for crossing many of the deep ravines and for the minor drainages.

Cross ties in main track are fir and average about 2,900 per mile.

Main track rail on valuation section Ore.-2 and Ore.-3 is 85 pound relay and 60 pound and 90 pound new. Relay rail predominates. Main line rail on valuation section Ore.-1 and on yard tracks and sidings is a varied assortment of new and relay varying in weight from 56 pound to 114 pound. The last named being girder rail.

The tracks are ballasted, sand and gravel being used. A few spots of cliff dropping ballast were encountered.

5. EQUIPMENT.

The carrier owns and uses 65 units of freight train equipment and 7 units of work equipment. The carrier owns but does not use (used by Oregon Electric Railway Company) 5 units of passenger train 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. 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 1-1/8 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 58, inclusive.

7. GENERAL INFORMATION.

(a) Grading: Grading has been computed upon the one-way pay basis with 500 feet free haul for train work.

(b) Shrinkage: To the measured volume of all embankment and ballast quantities ten per cent has been added for shrinkage.

(c) Waste: The following percentages of actual measured quantities have been added for waste:

Spikes	3 per cent
Bolts	1 "
Angle bars	2 "
Nutlocks	2 "

(d) Scrap and Salvage Values: Salvage and scrap values are as follows:

Rail, salvage	\$40.00 per gross ton
" scrap	14.00 " " "
Switch material, angle bars and track fastenings, except spikes and nutlocks	0.62 " cwt.
Metal parts of freight train cars and work equipment	15.00 " net ton

(e) Material Yard Expense: Material yard expense has been allowed as follows:

Rail	\$ 1.00 per gross ton
Other track material	1.00 " net "
Cross ties	.05 each
Switch and bridge ties	1.40 M.B.M.

Owner **United Railways Company**

BUREAU OF VALUATION

Sheet No. _____ of this valuation section.

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

Approved: **John R. Thompson**

12-080

LOCATION (1)	CHARACTER OF PROPERTY AND DESCRIPTION Where but a single percentage is stated it represents both per cents. (L. C. C. classification)	Condition Per Cent	Per Cent of Cost as New	UNIT (2)	NUMBER OF UNITS (3)	COST OF REPRODUCTION		
						Per Unit (4)	New, Total (5)	Less Depreciation (6)
Acct. No. 54	Title PASSENGER-TRAIN CARS					\$	\$	\$
	With Motor Equipment:							
	Passenger & Baggage Cars:							
	No. 5; American Car Company, 1909, length 51'-6 1/2", wood body, composite underframe, 4 wheel steel trucks, 4 motors, 400 H.P.	40	41	Each	1	20658	20,658	8,470
	Passenger Cars:							
	Nos. 10 - 13, American Car Company, 1913, Length 47'-2 1/2", wood body, composite underframe, 4 wheel steel trucks, 4 motors, 400 H.P.	58	59	"	4	21060	84,240	49,708
	Total for Account 54		55				104,898	58,178

Approved: **Louis Hood**

Account 76 - INTEREST DURING CONSTRUCTION

6% per annum for 3 months on Equipment Accounts 51 to 58, inclusive	55	104898	.015	1,573	865
Total Account 76	55			1,573	865
Total All	55			1,573	865

INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION

Sheet No. _____ of this valuation section.

Owner United Railways Company

Approved: John R. Thompson

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

12/31/27

12-950

(1)	LOCATION	CHARACTER OF PROPERTY AND DESCRIPTION	Where but a single percentage is stated it represents both per cents.	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>53</u>	Title <u>FREIGHT TRAIN CARS</u> <small>(L. C. C. classification)</small>						\$	\$	\$
		Flat Cars with Wood Racks, Nos. 103, 104, 107 and 108; capacity 60000 lbs.; wood body and underframe; Rebuilt secondhand, 1909		73	78	Each	4	563	2,652	2,069
		Flat Car, No. 106; capacity 50000 lbs.; wood underframe; Rebuilt secondhand		90	92	"	1		538	495
		Skeleton Log Cars, Nos. 30000-30059; Zimmerman-Wells-Brown Co. 1924; capacity 80000 lbs.; wood underframe, with steel log bunks		88	89	"	60	1635	98,100	87,309
		Total for Valuation Section					65		101,290	89,875

Acct. 57 - WORK EQUIPMENT

		Box-outfit Cars, Nos. X240, X241; capacity 60000 lbs.; wood body and underframe. Secondhand		44	50	Each	2	1086	2,172	1,086
		Flat, outfit cars, Nos. X242, X243; capacity 50000 lbs.; wood underframe. Secondhand		65	72	"	2	599	1,198	863
		Coach, outfit Cars, Nos. X420, X422; Am. Car Co. and Brill Co.; 1909-1910; length 51'-6 $\frac{1}{2}$ "; wood body, composite underframe, steel 4 wheel trucks		100	100	"	3	5090	15,270	15,270
		Total for Valuation Section					7		18,640	17,219