

PACIFIC OCEAN

COLUMBIA RIVER
W A S H.

E.


V.S.R.

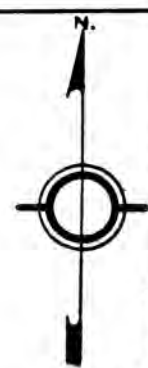
Cascadia

Blue River

MAP OF THE VALLEY AND SILETZ RAILROAD

LEGEND

 Valley and Siletz Railroad



12/31/27

EXPLANATORY TEXT

VALLEY AND SILETZ RAILROAD COMPANY

1. DESCRIPTION.

The Valley and Siletz Railroad Company, hereinafter referred to as the carrier, was incorporated under the general laws of the State of Oregon, January 30, 1912. The property is located in the Northwest section of the State of Oregon, extending from a connection with the Southern Pacific Railway Company's track at Independence, Oregon, to a connection with the tracks of the Cobbs Mitchel Lumber Company at Valsetz, Oregon. The railroad is single track, standard gauge and steam operated.

2. MILEAGE AND VALUATION SECTIONS.

One valuation section has been established and designated as Valuation Section 1-Ore. The mileage is as follows:

Main Track	40.600	miles
Yard Tracks & Sidings	6.087	"
Total	<u>46.687</u>	"

3. CHARACTERISTICS OF COUNTRY.

For the first 35 miles the railroad of the carrier follows the generally level valley of the Luckiamute River. Gradients over this portion of the line are light. From about Mile 35 to the end, the road lies in canyon and mountainous country. A three per cent grade is used for the ascent of the Coast Range. Revenue tonnage is derived almost entirely from the products of the forest. The soil is a clayey loam. Rock is mostly soapstone with some basalt and rotten granite. Boulders are prevalent in the mountainous section of the line.

4. ROAD.

Grading is light averaging about 15,000 cubic yards per mile. 71% is common, ¹⁹~~20~~ loose rock and 9% solid rock.

There are 10 Howe Truss wood spans, used for the crossings of the major water ways. The lesser drainage is cared for by trestles and wood box and corrugated iron culverts.

Cross ties are fir averaging about 2,800 to the mile.

Rail is all relay. Weight in main track is from 56 $\frac{1}{2}$ to 90 $\frac{1}{2}$ and on yard tracks and sidings from 45 $\frac{1}{2}$ to 90 $\frac{1}{2}$.

In general the track is gravel ballasted.

5. EQUIPMENT.

The carrier owns 3 steam locomotives, 24 freight train cars, 4 units of passenger-train cars equipment and 8 units of work equipment. Some of the equipment was purchased second-hand.

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 2 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 of 12 months 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.

LOCATION.	CHARACTER OF PROPERTY AND DESCRIPTION.	Original 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)		
Acct. No.	Title					\$	\$	\$
SHOP MACHINERY (Cont'd.)								
(I. C. C. classification.)								
Hoskins, Ore. (Cont'd.)								
Machin Shop: (Cont'd.)								
	Punch and shear, capacity of shear 3/4"x4", 3 punches, capacity 3/8" to 1", Badger State Machine Co., second hand, 1918	95	95	Each	1		300	361
	Bench drill, shop made	90	91	"	1		30	55
	2 Power hack saws, 1 tool grinder, second hand, 1918	65	66	Lot	1		107	71
	Small tools	60	61	"	1		2,430	1,513
	Shafting, hangers and pulleys	75	76	"	1		275	209
	Shafting supports	75	75	"	1		100	75
	Belting	75		"	1		265	214
Blacksmith Shop:								
	Steam hammer, cylinder 7"x30", Morgan Engr. Co., second hand, 1918	93	93	Each	1		947	831
	Small tools	60	62	Lot	1		1,065	660
	Tool grinder, furnace, bolt header, wrench, plow and piping	69	70	"	1		205	144
Sawing Room:								
	Steam engine, 8"x10", vertical, Waukegan, second hand, 1918	96	96	Each	1		236	227
	Locomotive boiler, 45", flues 2"x10'6", stack 18"x46', Baldwin Loco. Works, second hand, 1919	50	56	"	1		720	473
	Small tools	50	52	Lot	1		50	26
	Air pump, No. 6-3, cross compound, New York Air Brake Co., 1920	75	76	Each	1		205	217
Total for Valuation Section			71				14,844	10,156

Acct. 51 - STEAM LOCOMOTIVES.

No. 50; Baldwin Locomotive Works, 1914, type 2-6-2; freight service, cylinders 17"x24", total light weight, 72 tons, second hand, 1917	100	100	Each	1		15,679	15,679	
No. 55; H.K. Porter Co., 1924, type 3-8-2, freight service, cylinders 19"x24", total light weight 90 tons	90	91	"	1		28,482	25,913	
No. 60; Pittsburgh Locomotive Works, 1889; type 4-6-0; freight service; cylinders 18"x24", total light weight 61 tons, second hand, 1918	67	75	"	1		3,981	2,986	
Total for Account 51			93		3		48,141	44,583

LOCATION.	CHARACTER OF PROPERTY AND DESCRIPTION.	Where but a single percentage is stated it represents both per cents.		UNIT.	NUMBER OF UNITS.	COST OF REPRODUCTION.		
		Condition Per Cent.	Per Cent of Cost New.			Per Unit.	New, Total.	Less Depreciation.
(1)		(4)	(5)	(2)	(3)	(6)	(5)	(6)
Acct. No.	Title					\$	\$	\$
	FREIGHT TRAIN CARS.							
	(L.C.C. classification.)							
Box Cars:								
	Nos. 200, 205; Indiana Car & Equipment Co., 1914; capacity 60,000 lbs., wood body and underframes, second hand	23	39	Each	2	807	1,214	473
	Nos. 207-210; capacity 80,000 lbs., wood body and underframes; second hand; 1925	98	98	"	4	861	3,444	3,575
Cochose Cars:								
	No. 300; Central Locomotive and Car Works; 1914; capacity 60,000 lbs., wood body and underframes; second hand, 1917	73	75	"	1		2,470	1,853
Flat Cars:								
	Nos. 100-107; capacity 60,000 lbs., wood underframes; second hand	100	100	"	8	667	5,336	5,336
	Nos. 108-109; Valley and Siletz R.R., 1922; capacity 70,000 lbs., wood underframes; second hand	98	98	"	2	673	1,346	1,319
	Nos. 110-114; Central Loco. & Car Works; 1914; capacity 60,000 lbs., wood underframes; second hand 1917	81	85	"	5	607	3,035	2,580
	Nos. 115-118; capacity 80,000 lbs., steel underframes with wood racks, second hand, 1925	70	77	"	2	873	1,746	1,344
	Total for Account 53		88		24		12,521	16,280

Acct. 54 - PASSENGER TRAIN CARS.

Motor Passenger and Baggage Cars:

No. 5; Hofine Steel and Equipment Co., 1918; length 32', steel body and underframe, 75 H.P. gasoline motor	46	49	Each	1		5,144	2,521
Nos. 8-10; Hall-Scott Motor Car Co., 1912-1913; length 55'; steel body and underframe; 4 wheel equalized tracks, type M-6 cyl. gasoline motor, second hand, 1921-1927	91	91	"	2	13385	26,770	24,361

Passenger and Baggage Cars:

No. 310; Harlan and Hollingsworth, 1883; length 47'11"; wood body and underframe; wood plated 4 wheel tracks; second hand; 1919	43	56	"	1		1,302	673
Total for Account 54		83		4		33,116	27,555

Acct. 57 - WORK EQUIPMENT.

Ballast Cars:

Nos. 7-9; Northwestern Equipment Co., capacity 60,000 lbs., wood body and underframes, second hand, 1917	100	100	Each	3	1023	3,069	3,069
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Air Dump Cars:

Nos. 3-4; Western Wheel Scraper Co., capacity 100,000 lbs., steel body and underframes; second hand, 1926	92	93	"	2	2422	4,844	4,505
No. 8; Western Wheel Scraper Co., capacity 60,000 lbs., composite body and steel underframes, second hand, 1922	64	69	"	1		1,763	1,216

Locomotive Cranes:

No. 1230; Ohio Loco. Crane Co. capacity 20 tons; length

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)			
Acct. No. 57	Title WORK EQUIPMENT. (Cont'd.) <small>(U. S. U. classification)</small>					\$	\$	\$	
Outfit Box Car:									
	No. 206; Indiana Car & Equipment Co., 1914; capacity 60,000 lbs.; wood body and underframe, second-hand	28	51	Each	1		1,106	343	
Total for Account 57		87					21,764	18,907	
Acct. 1 - ENGINEERING.									
Approved: G. S. Douglass.									
	4% of Cost of Reproduction New of Road Accounts 3 to 47, inclusive	100	\$		1,385,921	.04	51,357	51,357	
Accts. 71 to 77 - GENERAL EXPENDITURES.									
<u>Accounts 71 to 75 and 77 - General Expenditures:</u>									
	2% of Cost of Reproduction New of Road Accounts 1 to 47, inclusive, except Account 2 - Land	77	\$		1,335,278	.02	26,706	20,564	
<u>Account 76 - Interest During Construction:</u>									
	6% per annum for one-half the construction period plus 3 months on Cost of Reproduction New of Road Accounts 1 to 47, inclusive (Except Account 2 - Land) and General Expenditures, Accounts 71 to 75 and 77.								
	Construction period - 12 months								
	Interest " 9 "								
	Total on 1 to 47		\$		1,335,278				
	" " 71 to 75 and 77		\$		26,706				
	Total	77			1,361,984	.045	61,289	47,193	
	6% per annum for 3 months on Cost of Reproduction New on Equipment Accounts 51 to 58, inclusive	88	\$		121,612	.015	1,824	1,605	
	Total Account 76	77					63,113	48,798	
	Total All	77					89,819	69,362	