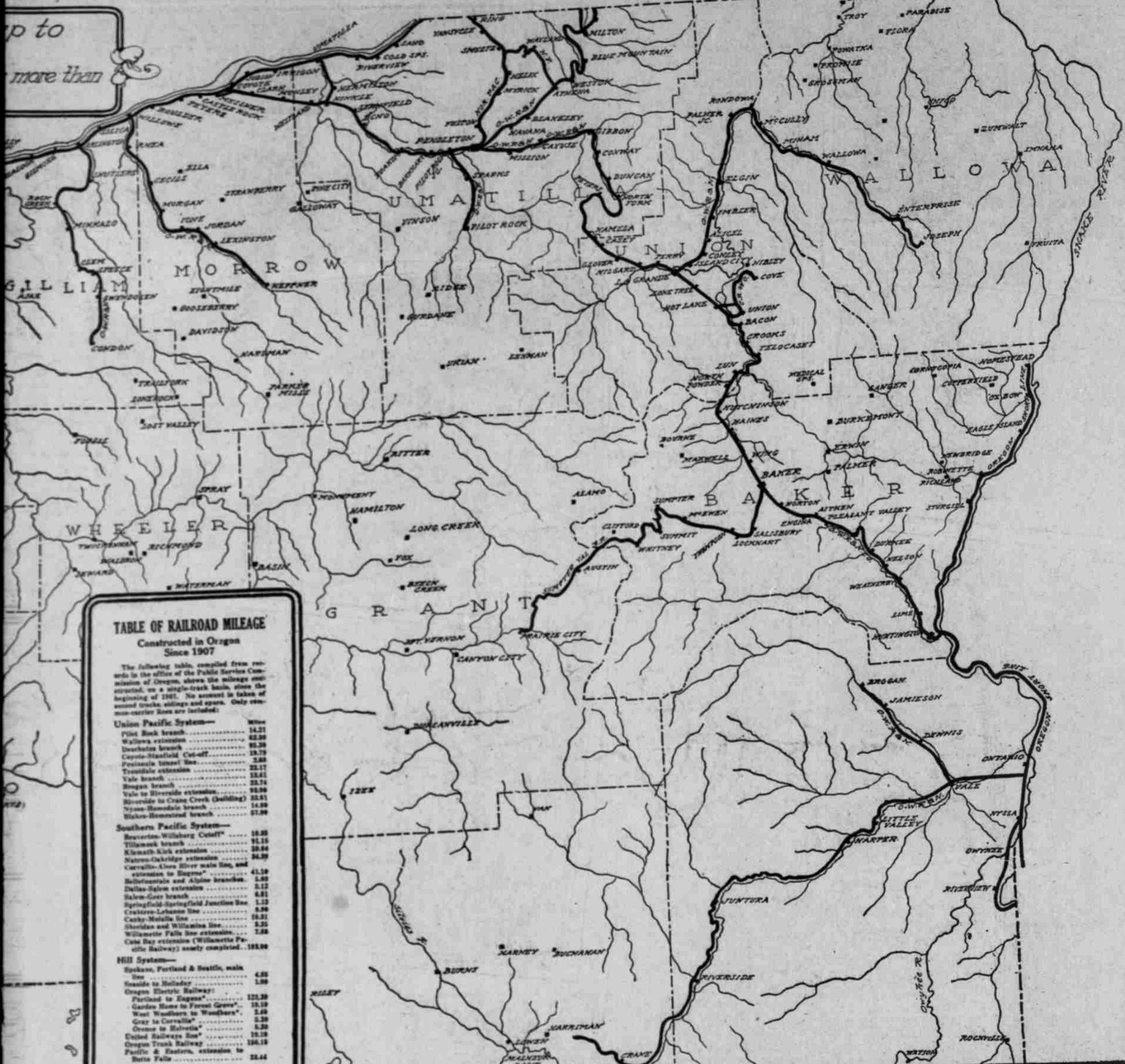


MAP OF OREGON SYSTEMS AND FEEDERS



Extensions and Better Roadbeds Are Completed

In Addition to New Construction, Development Programme Included New Terminals and Ship Lines—Electricification Large.

dropped for at least the time being after the Pacific & Eastern had been extended to Butte Falls, 23.44 miles toward Bend.

Railroad Competition Was Keen.
But the Harriman forces were not quiescent while their territory was being raided from the north. The strategy of the Union Pacific contemplated a counter invasion of the Hill system on Puget Sound. A treaty eventually was made which provided for the double-tracking of the Northern Pacific's line between Portland and Puget Sound and its use in common by the Union Pacific system and the two Hill lines, the Northern Pacific and Great Northern. The net result of the war was to bring the Great Northern and Northern Pacific into active competition with the Union Pacific system in Portland, the Willamette Valley as far as Eugene, and in Central Oregon along the Deschutes, while the Union Pacific was given access to Puget Sound by way of Portland.

The plans of the Union Pacific and the Southern Pacific contemplated the building by the former of a line east and west through the center of Oregon, from Ontario to the Malheur River, through Harney Valley, to a point near Odell Lake, where a junction would be made with an extension of the Deschutes Railroad from Bend southward. In the meantime the Southern Pacific lines were to be extended from Weed, in California, northward to Lakeview, while an extension from Natron, in Lane County, was to be made up the middle fork of the Willamette River, across the Cascade Mountains to meet the Klamath Falls line. The Malheur Valley, Deschutes and Weed-Natron lines would thus meet in the northern part of Klamath County. The Weed-Natron line has been constructed in part; but the building of the remaining 40-mile gap through mountains has been deferred, apparently pending the determination of the suit by the United States to divorce the Central Pacific and Southern Pacific systems. The Union Pacific has constructed 106.61 miles of the projected east and west line from Ontario to Riverside, and construction work is progressing on the 23.44 miles from Riverside to Crane Creek Gap, Harney County.

Roads Were Reconstructed.
Since the beginning of the year 1907, the O. W. R. & N. Company and the Oregon Short Line, forming the local constituents of the Union Pacific System, have been practically reconstructed throughout to accommodate heavier and faster traffic. Terminals have been reconstructed, heavier rail and bridges supplied throughout, rock ballast and automatic block signals installed, changes of line made to reduce curvature and grades, more and longer passing tracks built, and many miles of second track added; while rolling stock has constantly been increased in capacity. Besides the Deschutes and Malheur Valley lines already mentioned, branches have been constructed by the O. W. R. & N. Company: from Elgin to the main line to Pilot Rock, in the wheat and wool section of Umatilla County; and by the short line from Coquille to Brogan, from Nyssa to Homedale (both in the Malheur country) and down the Snake River from Huntington to Homestead.

In the development of its terminals in Portland and to permit access to the new Columbia River bridge, a tunnel was constructed under the peninsula in Portland, and an extension made from St. Johns to Troutdale to afford a water grade for freight traffic. The fleet of the system has been strengthened by the addition of three steamers in Coastwise service between Portland and San Francisco.

Lines of S. P. Extended.
The Southern Pacific system has been greatly extended in Oregon during the past eight years—both by acquisition of small connecting independent lines, and by the construction of new branches. The company absorbed the Corvallis & Eastern, the Pacific Railway & Navigation Company from Hillsboro to Tillamook; the Corvallis & Astoria River line from Corvallis to Monroe; the Sheridan & Willamina line, and the Salem, Falls City and Western from Black Rock to Salem. With the exception of the Corvallis & Eastern and 13 miles of the Salem, Falls City & Western, these were all roads recently constructed.

The Oregon & California Railroad constructed the Salem-Greer, Springfield-Springfield Junction, and Crabtree-Lebanon lines. A subsidiary known as the Beaverton & Willamette constructed a cut-off, 10.5 miles in length between the West Side and Yamhill divisions and the main line, which practically amounted to a belt line around the City of Portland. The main line and branches have been completely rehabilitated. An important betterment has been the complete electricification of the old Yamhill and West Side divisions between Portland and White-ton, and of that portion of the Beaverton-Willamette cut-off between Beaverton and Cook. The long-deferred line between Coos Bay is so nearly completed that it may be included in this summary.

City Is Interurban Center.
The electrification of 100 miles of steam line of the Southern Pacific has been mentioned, as well as the construction of the electric systems of the United Railways and Oregon Electric Railway companies. These lines, with the electric interurban lines of the Mount Hood Railway & Power Company (acquired by Portland Railway, Light & Power Company), and the Portland & Oregon City Railway Company now constructing to Viola, Clackamas County; Kenton Traction Company, running to North Portland; Portland & Troutdale Electric, and Willamette Valley Southern, all radiate out from Portland and make the city a rival of Indianapolis as an interurban center.

A surprisingly large mileage has been constructed by independent lines. Construction of the narrow gauge line of the Nevada-California-Oregon Railway has connected Lake County with the outside world by rail, by way of Alturas, Cal. An extension of the Sumpter Valley from Austin to Fairlie City took the rails into Grant County. The Columbia & Nehalem River line, but recently completed, opens up the fertile Nehalem Valley and traverses a great belt of virgin timber. Besides these, other minor lines have been built since 1907.

Space does not permit consideration of the growth of the street railway systems of the state, or of the interesting and important project of Robert E. Strahorn and his associates to fill in the gaps in Eastern Oregon by the construction of lines from Bend to connect with the rails of the other great systems as now pushed into the interior of Oregon.

TABLE OF RAILROAD MILEAGE

Constructed in Oregon Since 1907

The following table, compiled from reports in the office of the Public Service Commission of Oregon, shows the mileage constructed, on a single-track basis, since the beginning of 1907. No account is taken of second tracks, sidings and spurs. Only steam-carrier lines are included.

System	Miles
Union Pacific System—	
Pilot Rock branch	14.21
Wallawa extension	10.30
Beaverton branch	10.30
Capitol-Stafford Cut-off	10.79
Portland branch	23.17
Yale branch	13.61
Brogan branch	23.74
Yale to Riverside extension	10.50
Riverside to Crane Creek (Building)	23.44
Nyssa-Homedale branch	14.80
Hilton-Homedale branch	17.90
Southern Pacific System—	
Beaverton-Willamette Cut-off	10.30
Tillamook branch	10.15
Klamath-Kirk extension	10.84
Natron-Clatsop extension	10.30
Corvallis-Alsea River main line, and extension to Eugene	41.50
Beaverton and Alpine branches	1.00
Willamette system extension	5.00
Salem-Greer branch	6.81
Springfield-Springfield Junction line	1.12
Crabtree-Lebanon line	10.51
Coos-Willamette line	10.51
Shedden and Willamina line	3.25
Willamette Falls line extension	7.84
Coos Bay extension (Willamette Electric Railway) nearly completed	100.00
Hill System—	
Spokane, Portland & Seattle, main line	4.00
Spokane to Hillsboro	1.00
Oregon Electric Railway	1.00
Portland to Eugene	12.50
Garden Home to Forest Grove	12.50
West Woodburn to Woodburn	1.00
Gray to Corvallis	3.00
Oregon to Astoria	3.00
Central Railway line	10.00
Oregon Trunk Railway	100.00
Pacific & Eastern, extension to Butte Falls	23.44
Minor Roads—	
Portland Ry., Light & Power Co. (Linnamont-Portland extension)	4.00
Mt. Hood Line—Hood River to Bull Run	20.00
Portland & Oregon City Ry. Co. (Portland to Viola)	11.12
Kenton Traction Co. (North Portland)	1.00
Central Railroad of Oregon: Cove Hill-Willamette	10.00
But Lake Extension	11.00
Portland & Southwestern Ry. Co. (Mt. Hood R. R. Co. Des to Parkside)	4.00
Sumpter Valley Ry. Ass'n (Sumpter to Pacific City)	20.74
Carters & Coast R. R. Co. (Carters to Tillamook) Gate	10.00
Willamette Valley & Coast R. R. Co. (Fossil to Cherry Grove)	1.00
Valley & Hills Railroad	10.00
Willamette Valley Southern R. R. Co. (Oregon City to Mt. Angel)	21.94
California & Oregon Coast Railroad (Gorilla Pass)	10.00
Nevada-California-Oregon Railway line to Lakeview	15.94
Great Southern Railroad, Dulles to Fossil	10.00
Columbia & Nehalem River Railroad	20.00
Willamette Valley (Orain line to Willamette)	3.00

*Lines operated electrically in whole or in part.

MAP SHOWING RAILROAD LINES IN OREGON IN 1907.

