



MAP OF THE
**LONGVIEW, PORTLAND &
 NORTHERN RAILWAY**

LEGEND

— Longview, Portland & Northern Railway



SCALE

121

EXPLANATORY TEXT

LONGVIEW, PORTLAND & NORTHERN RAILWAY COMPANY

1. DESCRIPTION OF ROAD.

The Longview, Portland & Northern Railway Company was incorporated under the general laws of the State of Washington, September 30, 1922.

The railroad of the carrier is located in the southwestern portion of the State of Washington, extending from a connection with the Northern Pacific Railway Company's track at Longview Junction, Washington, northward to Hyderwood, Washington, where connection is made with the tracks of the Long-Bell Lumber Company.

The track is standard gauge and steam operated.

2. MILEAGE AND VALUATION SECTIONS.

Wholly Owned and Used:

One valuation section has been established, the mileage is as follows:

| | |
|-------------------------|--------------|
| First Main Track | 30.177 miles |
| Second Main Track | 1.602 " |
| Yard Tracks and Sidings | 22.995 " |
| Total All Tracks | 54.774 " |

Used but not Owned:

At Longview, Washington, the carrier uses certain buildings leased from the Long-Bell Lumber Company, no mileage is involved.

3. ROAD.

The railroad of the carrier is located for the greater portion of the distance, in the valley of the Cowlitz River. Grading is heavy, averaging about 120,000 cubic yards per mile. About 80% is classified material. The soil is either sandy or a black loam. Rock is sandstone shale and lava rock. Some cemented gravel was encountered. Dredged material from the Cowlitz River was used for constructing portions of the roadbed at the southern end of the line.

Traffic consists almost exclusively of hauling logs and supplies for the Long-Bell Lumber Company.

Except for 218 feet of new 100# open hearth, all main track rail is 85# relay. Rail on sidings is 60# to 85# relay.

Track is well ballasted with a mixture of gravel and sand.

4. EQUIPMENT.

Carrier owns and uses 6 steam locomotives, 321 units of freight train equipment, 3 units of passenger train equipment, 30 units of work equipment and an automobile truck.

The carrier owns but leases to the Long-Bell Lumber Company 3 units of freight 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.

5. ACCOUNTING 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 1 1/2 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 24 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 56, inclusive.

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U.S. Form No. 501

INTERSTATE COMMERCE COMMISSION

Owner: Longview, Portland & Northern Railway Company BUREAU OF VALUATION

Sheet No. of this valuation section

Val. Section No. 1-Sub.

Miles Main Line

Miles All Tracks*

Approved: John E. [Signature]

| LOCATION | CHARACTER OF PROPERTY AND DESCRIPTION | Condition Per Cent | Per Cent of Cost Recd. | UNIT (2) | NUMBER OF UNITS (3) | COST OF REPRODUCTION | | |
|-----------------|---|-----------------------|------------------------------|-------------|---------------------------|-----------------------|-------------------------|--------------------------------|
| | | | | | | Per Unit (4) \$ | New, Total (5) \$ | Less Depreciation (6) \$ |
| Acct. No. 54 | Title GROUP 1: I NY (I.C.C. classification) | | | | | | | |
| Longview, Wash. | | | | | | | | |
| | Air compressor, 7"x6", class I.R.I., Ingersoll-Rand Co., 1925 | 80 | 80 | ach | 1 | | 593 | 474 |
| | Pressure blower, size 2, 5" outlet, motor drive; Campion Blower & Forge Co., motor 12 H.P., 1,750 R.P.M., Campion Blower Co., 1924, second hand | 100 | 100 | " | 1 | | 44 | 44 |
| | Hand saw, 48", motor drive, J.A. Fay & Nyan motor 20 H.P., Fay & Nyan Co., second hand | 100 | 100 | " | 1 | | 327 | 327 |
| | Air brake test rack RT., Westinghouse Co., 1925 | 95 | 95 | " | 1 | | 148 | 121 |
| | arc welder outfit; motor, 10 H.P., generator 50/0; Lincoln Elec. Co., Lincoln Elec. Co., 1925 | 90 | 90 | " | 1 | | 1,426 | 1,149 |
| | Crack and shear, 4, capacity shear 1", punch 1/2", Smedley Mfg. Co., 1925, second hand | 100 | 100 | " | 1 | | 195 | 195 |
| | Blacksmith force, 3' dia. x 24" high, 1/4" plate, 1925 | 85 | 86 | " | 1 | | 80 | 66 |
| | Roll grinder 2"x14" wheel, motor drive, 3 H.P., 1,800 R.P.M., J. S. Lec. Mfg. Co., 1924, second hand | 100 | 100 | " | 1 | | 72 | 72 |
| | Mill press, 21", motor drive, Smedley Mfg. Co., motor 1-1/2 H.P., 1,800 R.P.M., 1923 second hand | 80 | 81 | " | 1 | | 323 | 270 |
| | Roll cutter, 7/34 single head, capacity 2", motor drive, Tranfield Tap and Tee Corp., motor type L.S., West- inghouse, 1923, second hand | 80 | 81 | " | 1 | | 777 | 619 |
| | Over metal saw 9"x9", motor drive, Verless Mach. Co., motor 1.5 H.P., 1,750 R.P.M., Verless Mach. Co., 1923 | 70 | 81 | " | 1 | | 305 | 490 |
| | Hand tools | 70 | 71 | Lot | 1 | | 2,802 | 2,350 |
| | Motor, 15 H.P., 3 phase, 60 cycle, General Electric Co., 1925 | 92 | 92 | ach | 1 | | 341 | 314 |
| | Total for Valuation section | | 81 | | | | 9,045 | 7,761 |

Account 51 - [Illegible]

| | | | | | | | |
|---|-----|-----|-----|---|-------|---------|---------|
| Co. 70; Baldwin Locomotive works, 1923, type 0-0-0; switch service, cylinders 21"x26", total light weight 43 tons; superheated | 96 | 87 | ach | 1 | | 11,475 | 27,323 |
| Co. 670; Shenectady Locomotive works, 1917; type 0-0-0; freight service, cylinders 19"x26", total light weight 30 tons, second hand, 1925 | 38 | 43 | " | 1 | | 11,227 | 7,730 |
| Co. 110; Baldwin Locomotive works, 1916, type 0-0-0; freight service, cylinders 19"x24", total light weight 70 tons, second hand, 1925 | 100 | 100 | " | 1 | | 13,985 | 14,985 |
| Co. 900; American Locomotive Co., 1903, type 0-0-0; freight service, cylinders 21"x28", total light weight 123 tons, superheated, second hand, 1923 | 45 | 48 | " | 1 | | 2,721 | 11,097 |
| Co. 1410-1401; American Locomotive Co., 1926, type 0-0-0; freight service, cylinders 25"x30", total light weight 100 tons, superheated | 91 | 95 | " | 1 | 10042 | 21,284 | 2,120 |
| Total account 51 | | 82 | | 5 | | 124,065 | 122,235 |

INTERSTATE COMMERCE COMMISSION

Sheet No. _____ of this valuation section

Portland & Northern Railway Company BUREAU OF VALUATION

Approved: JOHN E. THOMPSON

Section No. 1-ash Miles Main Line, _____ Miles all Tracks. *

| CHARACTER OF PROPERTY AND DESCRIPTION. | Condition Percent | Per Cent of Cost Repr. | UNIT. (2) | NUMBER OF UNITS. (3) | COST OF REPRODUCTION. | | |
|---|----------------------|------------------------------|--------------|----------------------------|-----------------------|--------------------|---------------------------|
| | | | | | Per Unit. (4) | New, Total. (5) | Less Depreciation. (6) |
| | | | | | \$ | \$ | \$ |
| Where but a single percentage is stated it represents both per cent. | | | | | | | |
| ACCT. NO. 53 Title: FOREIGN PASSENGER CARS | | | | | | | |
| Passenger Cars: | | | | | | | |
| Nos. 6001-6135; Wagon Car Corp.; 1924; capacity 100,000 lbs., wood underframe | 85 | 97 | inch | 135 | 2040 | 275,400 | 239,598 |
| Nos. 7001-7050; Pac. C. & Edy. Co., 1925; capacity 100,000 lbs., wood underframe | 90 | 91 | " | 40 | 2110 | 105,500 | 95,005 |
| Nos. 7081-7100; Wagon Car Corp., 1925; capacity 100,000 lbs., wood underframe | 90 | 91 | " | 40 | 2110 | 105,500 | 95,005 |
| Art Convertible Ballast: | | | | | | | |
| Nos. 2001-2030; Roger Ballast Car Co., 1906; capacity 100,000 lbs., wood body, steel underframe, second hand, 1925 | 100 | 100 | " | 13 | 1118 | 25,714 | 5,714 |
| Flat Cars: | | | | | | | |
| Nos. 3603-3609-3612-3614-3619-3620-3624; Roger Ballast Car Co., 1906, capacity 100,000 lbs., steel underframe, second hand 1925 | 100 | 100 | " | 7 | 868 | 6,081 | 6,055 |
| Nos. 3001-3025; rebuilt 1925; capacity 100,000 lbs., wood underframe, second hand, 1925 | 100 | 100 | " | 25 | 162 | 4,050 | 4,000 |
| Nos. 2401, 2402, 405; unknown; capacity 80,000 lbs., wood underframe, second hand, 1926 | 95 | 93 | " | 3 | 352 | 1,056 | 1,000 |
| Box Cars: | | | | | | | |
| Nos. 1301-1316; Unknown; capacity 80,000 lbs., wood body, composite underframe, second hand 1925 | 100 | 100 | " | 16 | 948 | 17,168 | 17,168 |
| Wagon Cars: | | | | | | | |
| Nos. 1 and 2; Pac. C. & Edy. Co., 1925, length 30', wood body, composite underframe | 90 | 92 | " | 2 | 3212 | 6,424 | 5,810 |
| Nos. 3 and 4; C. N. Ry. Co., 1917; length 33'6"; wood body and underframe, second hand 1925 | 80 | 87 | " | 2 | 908 | 1,816 | 1,516 |
| Flat Cars: | | | | | | | |
| Nos. 10 and 11; Unknown; capacity 100,000 lbs., 8,098 gals.; steel body and underframe; second hand, 1925 | 90 | 94 | " | 1 | | 850 | 803 |
| Nos. 12 and 13; Unknown; 1917; capacity 100,000 lbs., 10,328 gals.; steel body and underframe, second hand, 1925 | 89 | 91 | " | 1 | | 1,897 | 1,703 |
| Flat Cars: | | | | | | | |
| Nos. 14 and 15; C. N. Ry., 1925, length 41', wood | 90 | 80 | " | 2 | 224 | 448 | 378 |
| Flat Cars: | | | | | | | |
| Nos. 16 and 17; C. N. Ry., 1925; length 40', wood | 80 | 80 | " | 4 | 104 | 416 | 333 |
| Total for Account 53 | | | | | | | |
| | | | 20 | 221 | | 571,714 | 414,333 |

INTERSTATE COMMERCE COMMISSION
 BUREAU OF VALUATION

Sheet No. ... of this valuation section
 Approved: ...

Section No. 1- sch. Mile Main Line, ... Miles all Tracks.*

| 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) |
| | | | | | \$ | \$ | \$ |
| Motor Cars: | | | | | | | |
| No. 8, White Motor Car Co., 1924; length 25', steel, 6 wheel; 4 cylinder, gasoline motor, 48 H.P. | 70 | 71 | ach | 1 | | 8,779 | 6,535 |
| No. 9, Swift Steel & Iron Co., 1925; steel, length 44'; wood; ball bearing; Buick, 6 cylinder 150 H.P. gasoline motor | 95 | 98 | " | 1 | | 16,160 | 15,732 |
| Open Trailers: | | | | | | | |
| No. 3, W.P.M. Ry. Co., 1925; length 15', 4 wheel, ball bearing, wood body | 90 | 90 | " | 1 | | 1,075 | 968 |
| Total Account 54 | | 87 | | 3 | | 26,414 | 23,933 |

Account 57 - MOTOR EQUIPMENT

| | | | | | | | |
|--|-----|-----------|-----|-----------|------|---------------|---------------|
| DR-Tool: | | | | | | | |
| No. 1; rebuilt 1923; capacity 30,000 lbs., wood body and underframe | 85 | 88 | ach | 1 | | 1,330 | 1,108 |
| Open Wheel Cars: | | | | | | | |
| Nos. 1-10; eastern wheel scraper Co., 1923; capacity 50,000 lbs., 12 cu.yds., composite body, steel underframe, second hand 1925 | 91 | 92 | " | 10 | 1726 | 17,260 | 15,979 |
| Nos. 18, 20, 22, 25, 26 and 31; eastern wheel scraper Co., capacity 12 cu.yds.; composite body, steel underframe; second hand 1925 | 70 | 75 | " | 6 | 668 | 5,908 | 3,906 |
| Nos. 62, 64, 67, 70, 76, 78, 80, 82, 83, 84; eastern wheel scraper Co., Unknown; capacity 50,000 lbs., composite body steel underframe, second hand 1925 | 100 | 100 | " | 10 | 661 | 9,610 | 9,610 |
| Locomotive Crane and Mile Driver: | | | | | | | |
| No. 8; Yale Crane Co., 1923, capacity 20 tons, with 3/4 pt. clam shell bucket, second hand 1925; pile driver lens and steam hammer, new, 1926 | 97 | 97 | " | 1 | | 13,760 | 13,760 |
| Roller: | | | | | | | |
| No. 11, Jordan Co., Unknown; length 36', wood body and underframe, air operated side wings, second hand 1923 | 80 | 82 | " | 1 | | 4,261 | 3,216 |
| Under Car: | | | | | | | |
| No. 2404; Unknown; capacity 30,000 lbs., wood underframe | 88 | 87 | " | 1 | | 682 | 417 |
| Total Account 57 | | 88 | | 30 | | 49,747 | 43,989 |

Account 58 - TRUCKS AND EQUIPMENT

| | | | | | | | |
|--|-----|------------|-----|----------|--|------------|------------|
| Open Wheel Truck: | | | | | | | |
| No. 83; Ford Motor Co., 1923; open slat body, second hand 1926 | 100 | 100 | ach | 1 | | 102 | 102 |
| Total Account 58 | | 100 | | 1 | | 102 | 102 |

* State mileage to thousandths.

INTERSTATE COMMERCE COMMISSION

Sheet No. _____ of this valuation section

Owner: Longview, Portland & Northern Railway Company
 Passed to Long-Bell Lumber Company
 Est. Section No. _____ Miles Main Line _____ Miles all Tracks *

Approved: John R. Thompson

| 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. |
| | | | (2) | | (3) | (4) | (5) | (6) |
| | | | | | | \$ | \$ | \$ |
| Acct. No. 53 | Title FRIIGHT TRAIN CARS | | | | | | | |
| Tank Cars: | | | | | | | | |
| | Nos. 831, 832; A.C.F. Co.; 1915; capacity 8,000 gals.; steel body and underframe, second-hand 1925 | 58 | 64 | each | 2 | 1,078 | 2,756 | 1,764 |
| | No. 852; Unknown; capacity 10,000 gals.; steel body and underframe, second-hand, 1925 | 98 | 99 | " | 1 | | 1,000 | 990 |
| | Total Account 53 | | 73 | | 3 | | 3,756 | 2,754 |