



INTERSTATE COMMERCE COMMISSION
 BUREAU OF VALUATION
 PACIFIC DISTRICT

MAP SHOWING THE N. P. TER. Co. OF OREGON.

EXPLANATORY TEXT

THE NORTHERN PACIFIC TERMINAL COMPANY OF OREGON

6/30/16

1. DESCRIPTION OF ROAD.

The Northern Pacific Terminal Company of Oregon hereinafter referred to as the Carrier was incorporated under the general laws of the State of Oregon, August 28th, 1882. The Carrier was organized for the purpose of owning and operating passenger and freight terminal facilities in the City of Portland, Oregon, these facilities being operated in the interest of the Northern Pacific Railway Company, Oregon-Washington Railroad & Navigation Company and the Oregon and California Rail Road Company.

2. MILEAGE AND VALUATION SECTIONS.

WHOLLY OWNED AND USED

Val. Sec.	From	To	Yard Tracks	
			Main Tracks and Sidings	All Tracks
Oregon 1	At Portland		24,964	24,964
			1,208	1,208
Used Exclusively Under Lease			Owner: Northern Pacific Railway Company	
Oregon 1	At Portland		1,408	1,408
Used Exclusively under Lease			Owner: Oregon-Washington Railroad and Navigation Co.	
Oregon 1	At Portland		1,858	1,858
Used Exclusively under Lease			Owner: Oregon and California Rail Road Company	
Oregon 1	At Portland		0,047	0,047
Total Used Exclusively Under Lease			3,307	3,307
Grand Total Wholly Owned and Wholly Leased by: The Northern Pacific Terminal Company of Oregon and used by it			28,271	28,271
			1,208	1,208

*Jointly owned tracks shown under wholly owned and used valuation section

3. CHARACTERISTICS OF COUNTRY.

The City of Portland, within which the property of the terminal company lies, is located near the confluence of the Willamette and Columbia Rivers, and is a seaport of considerable importance. It is the center of a large lumber industry and is the general wholesale jobbing center for Oregon and Southwestern Washington.

The climate is temperate with moderate summers and rainy winter seasons. The average annual rainfall is about forty-five inches.

4. ROAD.

The land upon which the terminal facilities are built was originally low river bottom land. It has been filled to the level of the adjacent city streets by dredging from the Willamette River and with train hauled material. Over fifty percent of the tracks of this carrier are laid with 56¢ and 60¢ relay rail. The grades of the main freight and passenger yards are practically level.

5. EQUIPMENT.

This carrier owns nine locomotives, all in switching service. It owns no other rolling stock.

Owner The Northern Pacific Terminal Co. of Oregon BUREAU OF VALUATION

Sheet No. _____ of this valuation section.

Val. Section No. Oregon 1 Miles Main Line, _____ Miles all Tracks.*

Approved: J. R. Thompson

(1)	LOCATION	CHARACTER OF PROPERTY AND DESCRIPTION <small>Where but a single percentage is stated it represents both per cents.</small>	Condition Per Cent	Per Cent By Cost New	UNIT	NUMBER OF UNITS	COST OF REPRODUCTION		
							Per Unit (3)	New, Total (5)	Less Depreciation (6)
	Acct. No. <u>44</u>	Title <u>SHOP MACHINERY (Cont'd.)</u> <small>(U. S. C. classification)</small>					\$	\$	\$
	<u>Portland: (Cont'd.)</u>								
		Air Brake Shop: (Cont'd.)							
		Test truck, built by N.P.T.Co., 1918	80	80	Each	1	90.00	90	72
		Total		83				542	452
		Car Repair Tracks:							
		Drop pit jack, air operated, built by N.P.T.Co., 1914	88	88	"	1	141.00	141	125
		Wheel loading jack, air operated, built by N.P.T.Co., 1914	88	88	"	1	121.00	121	107
		Total		89				262	232
		Total Portland		70				16,084	11,304
		Total for Valuation Section		70				16,084	11,304
	<u>ACCT. 46 - POWER SUBSTATION APPARATUS</u>								
	<u>Portland:</u>								
		* Motor generator set, 35 K.W., motor A.C., type G.S., 54 H.P., 220 volts, 1150rpm, Generator, D.C., type S.K., 35 K.W., 125 volts, 1150 rpm, Westinghouse, 1915, including wiring and appliances	96	96	Each	1		1,765	1,694
		* Motor generator set, 17½ K.W., motor A.C., type 1, from K, 25 H.P., 220 volts, 1800 rpm, Generator, D.C., type CVC, form AA, 17½ K.W., 125 volts, 1800 rpm, General Electric, 1913, including wiring and appliances	88	89	"	1		738	657
		Mercury arc rectifier, type M.S., 50 ampere tube, 10-120 volts, D.C., 110-220 volts, A.C., with meter, General Electric, 1914, including wiring	90	91	"	1	319.00	319	289
		* Tools and devices, hand and portable, misc. lot	70	71				309	219
		Total Portland		91				3,131	2,859
		Total for Valuation Section		91				3,131	2,859
	<u>ACCT. 51 - STEAM LOCOMOTIVES</u>								
	<u>Type 0-6-0:</u>								
		No. 4, Schenectady, 6 wheel, 1891, cylinders 18"x24", total light weight 59 tons, oil burning, switching serv.	25	29	Each	1	9906.00	9,906	2,918
		No. 5, American, 1901, cylinders 19"x26", total light weight, 79 tons, oil burning, switching service	50	53	"	1	14007.00	14,007	7,398
		No. 6, American, 1903, cyls. 19"x26", total light weight 79 tons, oil burning, switching service	57	59	"	1	13980.00	13,980	8,308
		No. 7, American, 1906, cyls. 19"x26", total light weight 79 tons, oil burning, switching service	67	69	"	1	13979.00	13,979	9,627
		No. 8 and 9, American, 1907, cyls. 19"x26", total light weight: 79 tons, oil burning, switching service	70	72	"	2	13977.00	27,954	20,041
		Nos. 10 to 12, American 1910, cyls. 19"x26", total light weight 79 tons, oil burning, switching service	80	81	"	3	14304.00	42,612	34,564
		Total for Steam Locomotives		68		9		122,438	82,866

6/30/16

Handwritten note: 2-20-1916 of C.P.R. vs 1A 310 vs 2-Creton