



Mack H. Shumate, Jr.
Senior General Attorney - Law Department

September 13, 2007

220252



VIA UPS OVERNIGHT

Mr. Vernon Williams, Secretary
Surface Transportation Board
395 E Street, S.W., Room 1149
Washington, D. C. 20024

**RE: Docket No. AB-33 (Sub-No. 209), Union Pacific Railroad Company -
Discontinuance of Operation - In Utah County, Utah (Elberta Line
Including Tintic Industrial Lead, Goshen Valley Branch and Iron King
Branch)**

Dear Mr. Williams:

Pursuant to 49 CFR 1152.24, enclosed is the original and ten (10) copies of an Application for Discontinuance in the above-referenced proceeding. The Application and attached appendices represent Union Pacific's case in chief for abandonment.

Copies of the original affidavit attesting to compliance with the notice requirements of § 1152.20, as required by § 1152.24(a) and the general verification are also enclosed. The signed originals and ten (10) copies each of said affidavit and general verification are being filed simultaneously by separate overnight courier from Omaha, Nebraska for filing with the Board. A computer diskette of the Application and appendices and a draft Federal Register notice pursuant to § 1152.22(i) are enclosed.

Please file the Application in Docket No. AB-33 (Sub-No. 209). Enclosed is a Credit Payment Form in the amount of \$18,900.00, representing the filing fee in this matter.

FEE RECEIVED

SEP 14 2007

U.S. DEPARTMENT OF
TRANSPORTATION BOARD

Sincerely,

Mack H. Shumate, Jr.

Enclosures

O:\Abandonment\AB-33(209)\STB-AOD-LTR

ENTERED
Office of Proceedings

SEP 14 2007

Part of
Public Record

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CERTIFICATE OF SERVICE
OF
APPLICATION FOR DISCONTINUANCE OF SERVICE

The undersigned hereby certifies that a copy of the foregoing Application for Discontinuance of Service in Docket No. AB-33 (Sub-No. 209), over the Elberta Line extending from Spanish Fork to Iron King, including the Tintic Industrial Lead from milepost 5.52 near Spanish Fork to milepost 27.23 near Pearl; the Goshen Valley Branch from milepost 0.00 near Pearl to milepost 3.80 near Flora (equation: milepost 2.89 = milepost 2.98); and the Iron King Branch from milepost 0.00 near Flora to milepost 2.15 at Iron King, a total distance of 27.57 miles in Utah County, Utah, was served by first class mail (or by Certified Mail, if indicated) on the 13th day of September, 2007.

Significant Users

[49 CFR 1152.20(a)(2)(i)]

Deseret Mill & Elevators
C/O Mr. Rick LaFontaine
61 South 600 West
Kaysville, Utah 84037

State Officials and Federal Agencies

[49 CFR 1152.20(a)(2)(ii)-(xii)]

(VIA CERTIFIED MAIL)
Honorable Jon M. Huntsman, Jr.
Governor – State of Utah
Utah State Capitol Complex
East Office Building, Suite E220
Salt Lake City, Utah 84114-2220

U.S. Railroad Road Retirement Board
844 North Rush Street
Chicago, IL 60611-2092

Utah State Clearing House
Office of Planning and Budget
State Capitol Complex, Suite E210
Salt Lake City, UT 84114-1547

**Utah Transportation Department
4501 S 2700 W, Box 143600
Salt Lake City, Utah 84114-3600**

**Headquarters – Railway Labor
Executive Association
400 North Capitol Street, Suite 850
Washington, D. C. 20001**

**Department of Natural Resources
Division of Parks and Recreation
1594 W. North Temple
Salt Lake City, Utah 84114**

**U. S. Department of the Interior
National Park Service
Recreation Resources Assistance Div.
1849 C. Street, N.W.
Washington, D. C. 20240**

**National Park Service
Intermountain Region
12795 Alameda Pkwy.
Denver, CO 80228**

**USDA Forest Service
1400 Independence Ave., SW
Washington, D. C. 20250-0003**

**U. S. Department of Transportation
Federal Railroad Administration
1120 Vermont Ave., NW
Washington, D. C. 20590**

**MTMCTEA
Attn: Railroads for National Defense
720 Thimble Shoals Boulevard, #130
Newport News, Virginia 23560-2574**

**U.S. Department of Agriculture
Chief of the Forest Service
4th Floor, NW, Auditors Building
14th Street & Independence Ave., S.W.,
Washington, D. C. 20250**

**Governor's Office of Economic
Development
Utah Governor's Office
Utah State Capitol Complex
East Office Building, Suite E220
PO Box 142220
Salt Lake City, UT 84118-2220**

**Utah Transit Authority
Kathryn Pett
Snell & Wilmer LLP
15 West South Temple, Suite 1200
Gateway Tower West
Salt Lake City, UT 84101**

**Utah State Cooperative Extension
Service – Utah County Administration
Bldg. - 100 East Center, Room L600
Provo, UT 84606**

**Kelly Allen
CORP of Engineers-Regulatory
PO Box 17300
Ft. Worth, TX 76102**

**Public Service Commission
Heber M. Wells Building, 4th Flr.
160 East 300 South
Salt Lake City, UT 84111
Mail: PO Box 45585
Salt Lake City, UT 84145-0585**

Headquarters of Labor Organizations Representing Employees

W. E. Morrow
General Chairman BMWED
100 E. Sage Street, PO Box 850
Lyman WY 82937-0850

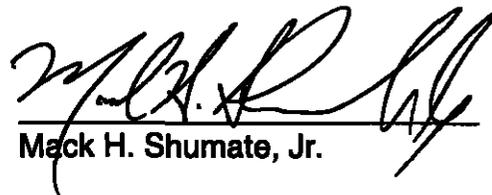
C. M. Morgan
General Chairman
3009 W. Colorado Ave., Suite C-1
Colorado Springs, CO 80904-2174

Grover Pankey
General Chairman BRS
1150 N. Mountain Ave., Suite 206
Upland CA 91786

D. L. Hazlett
General Chairman UTU
5990 SW 28th St., Suite F
Topeka, KS 66614-4181

Mr. T. J. Donnigan
General Chairman BLET
P. O. Box 609
Pocatello ID 83204-0609
Overnight Address:
150 South Arthur, Suite 315
Pocatello, ID 83204

Dated this 13th day of September, 2007.



Mack H. Shumate, Jr.

Union Pacific Railroad Company
101 North Wacker Drive, Room 1920
Chicago, IL 60606
312/777-2055
312/777-2065(Fax)

ORIGINAL

220252



Before the
SURFACE TRANSPORTATION BOARD

Docket No. AB-33 (Sub-No. 209)

ENTERED
Office of Proceedings

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Part of
Public Record

UNION PACIFIC RAILROAD COMPANY
-- DISCONTINUATION OF OPERATION--
IN UTAH COUNTY, UTAH
(ELBERTA LINE INCLUDING TINTIC INDUSTRIAL LEAD,
GOSHEN VALLEY BRANCH AND IRON KING BRANCH)

APPLICATION

FEE RECEIVED

SEP 14 2007

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TRANSPORTATION BOARD

FILED

SEP 14 2007

SURFACE
TRANSPORTATION BOARD

UNION PACIFIC RAILROAD COMPANY

Mack H. Shumate, Jr., Senior General Attorney
101 North Wacker Drive, #1920
Chicago, Illinois 60606
312/ 777-2055 (Tel.)
312/777-2065 (FAX)

Dated: September 13, 2007
Filed: September 14, 2007

Before the
SURFACE TRANSPORTATION BOARD



Docket No. AB-33 (Sub-No. 209)

UNION PACIFIC RAILROAD COMPANY
-- DISCONTINUATION OF OPERATION--
IN UTAH COUNTY, UTAH
(ELBERTA LINE INCLUDING TINTIC INDUSTRIAL LEAD,
GOSHEN VALLEY BRANCH AND IRON KING BRANCH)

APPLICATION

A. Introduction.

Applicant Union Pacific Railroad Company ("UP"), submits this Application pursuant to 49 C.F.R. § 1152.22 requesting authority for discontinuance of the Elberta Line which consists of four "end to end" line segments, the Tintic Industrial Lead from Milepost 5.52 to Milepost 26.00 (the "Tintic Industrial Lead"), the West Tintic Industrial Lead from Milepost 26.00 to Milepost 27.23 (the "West Tintic Industrial Lead"), the Goshen Valley Branch from Milepost 0.0 to Milepost 3.80 (equation Milepost 2.89 = Milepost 2.98) (the "Goshen Valley Branch"), and the Iron King Branch from Milepost 0.0 to Milepost 2.15 (the "Iron King Branch"), a total distance of 27.57 miles in Utah County, State of Utah (collectively the "Rail Line" or "Elberta Line").

UP's continued operation of the Rail Line will result in substantial losses, constituting a financial burden on UP. Based on the results of the following detailed

analysis of the Rail Line and the UP's obligation as a common carrier by railroad to provide for the convenience and necessity of the shipping public, discontinuance of operations of the Rail Line is both reasonable and warranted. The Rail Line under current traffic volumes cannot be operated profitably and there is no expectation of future business that would change this determination. The factual situation further supports discontinuance over abandonment at this time in that the Utah Transit Authority (the "UTA") has purchased the real property and track structure for a major portion of the Rail Line (Milepost 5.52 to Milepost 13.06 of the Tintic Industrial Lead) and in the future may desire to utilize all or portions of the Rail Line and track structure thereon for light rail commuter operations. UP has retained an easement for common carrier by railroad for freight operations on that portion of the Rail Line sold to UTA.

This Application contains data for the base fiscal year, June 1, 2006 through May 31, 2007 (the "Base Year") and the forecast fiscal year September 1, 2007 through August 31, 2008 (the "Forecast Year). This Application and the attachments listed below represent UP's case in chief in support of discontinuance of operations:

Appendix A - Map of the Rail Line over which authority to discontinue operations is sought.

Appendix B - System diagram map description of Rail Line.

Appendix C - Verified Statement of Abdollah (Abe) Ghazai (Engineering - Track Structure).

Exhibit 1 - Track Structure Condition Field Reports and Photographs (workpapers 00 through 08, both inclusive).

Exhibit 2 - Estimated Annual Maintenance Cost Per Mile for that portion of the Rail Line known as the Tintic Industrial Lead (M.P. 5.52 to M.P. 26.00) (workpapers 09 and 10).

Exhibit 3 - Cost of Rehabilitation (Material and Labor) (workpaper 11).

Appendix D - Verified Statement of Hans Matthiessen (Finance) and §1152.22(d) exhibits:

Exhibit 1 - Revenues and avoidable costs (Base Year and Forecast Year) (Exhibit 1, pages 1 and 2).

Exhibit 2 – Table of Contents and Work Papers 0001 through 0131, both inclusive.

Appendix E - Verified Statement of Angelica V. Size (Marketing and Sales) (Forecast Year traffic and alternate service) and § 1152.22(e)(2), Carload traffic and significant user and Traffic by Commodity.

Appendix F - Verified Statement of Tanya L. Spratt (Real Estate Matters) Exhibit 1 – List of at-grade crossings on the Rail Line.

Appendix G - Second Response from United States Department of Agriculture dated December 11, 2006 indicating that discontinuance of operations will have no affect on prime farmland.

Appendix H - UP's letter to Deseret Grain.

Appendix I - General Verification for those matters not specifically covered by separate verified statement by an officer of UP.

Appendix J – Initial letter under 49 CFR 1152 and 40 CFR 1105.7 dated July 18, 2003 and Combined Environmental and Historic Report filed November 29, 2006.

Appendix K - Draft Federal Register Notice.

Appendix L – Certificate of Publication and Posting for Notice of Intent.

B. Contents of Application-- 49 C.F.R. § 1152.22.

(a) **General.**

(a)(1) **Exact name of Applicant.**

Applicant's exact name is Union Pacific Railroad Company.

(a)(2) **Whether Applicant is a common carrier by railroad subject to 49 U.S.C. Subtitle IV, chapter 105.**

UP is a Class I common carrier by railroad subject to 49 U.S.C. Subtitle

IV, Chapter 105.

(a)(3) Relief sought (abandonment of Rail Line or discontinuance of service).

UP seeks to discontinue service on the Elberta Line which includes the Tintic Industrial Lead from Milepost 5.52 to Milepost 26.00, the West Tintic Industrial Lead from Milepost 26.00 to Milepost 27.23, the Goshen Valley Branch from Milepost 0.0 to Milepost 3.80, and the Iron King Branch from Milepost 0.0 to Milepost 2.15, a total distance of 27.57 miles in the County of Utah, State of Utah.

(a)(4) Detailed map of the subject Rail Line.

Attached hereto as Appendix A and hereby made a part hereof is a map dated November 13, 2006 drawn to scale which shows the Rail Line proposed for discontinuance. Other railroad trackage in the area and major highways are also shown on the map.

(a)(5) Reference to Inclusion of the Rail Line on the system diagram map or narrative and a copy of the description which accompanies the system diagram map.

Attached as Appendix B is the Line Description for the Rail Line. Appearance of the Rail Line on UP's System diagram Map and the narrative of the Line Description of the Rail Line as being in Category 1 was originally filed with the Board on July 7, 2003. The Rail Line is shown on the latest amendment to UP's System Diagram Map filed with the Board on July 19, 2007 and has continuously appeared on UP's System Diagram Map since March 20, 2003.

(a)(6) Detailed statement of reasons for filing Application.

The reasons for the requested authority to discontinue service on the Rail

Line are:

- **(1) Freight revenues from the Rail Line are not only insufficient to justify the costs of operation and maintenance of the Rail Line but are extremely insufficient to fund required rehabilitation of that portion of the Rail Line on which the sole shipper operates, the Tintic Industrial Lead;**
- **(2) There is no reasonable prospect that traffic and revenues will increase sufficiently in the foreseeable future to justify continued operation of the Rail Line or any segment thereof.**

One reason UP is seeking authority to discontinue operations as opposed to full abandonment of the Rail Line is that the real property and trackage for a major portion of the Rail Line, Milepost 5.52 to Milepost 13.06, has been acquired by UTA as a public land banking opportunity for potential inclusion in UTA's commuter rail system. This portion of the right-of-way and trackage thereon within the Rail Line, and perhaps more, may be utilized in the future for such public use by the UTA. Therefore, portions of the track structure on the Rail Line may be of future use to UTA.

The Rail Line has been out of service since the beginning of 2003 because of deteriorated track condition. Deseret Grain ("Deseret Grain"), the sole shipper on the Rail Line was served by that portion of the Rail Line defined as the Tintic Industrial Lead (Milepost 5.52 to Milepost 26.00). Deseret Grain has utilized motor carrier truck service for its transportation needs since the end of 2002. These truck movements have involved truck delivery of corn to and truck shipments of wheat from

the Deseret Grain facility. These truck movements have qualified as substitute service, and monetary compensation has been and is paid by UP to Deseret Grain for those movements where logistics involving truck delivery of corn to, or truck shipment of wheat from, the Deseret Grain facility results in documented logistics costs higher than what would have been the rail direct cost had UP provided the transportation by rail at the applicable rate.

The remaining track segments that make up the Rail Line, the West Tintic Industrial Lead, the Goshen Valley Branch and the Iron King Branch though filed as part of this Application, clearly qualify for out-of-service exemptions in that no rail service has been requested on these track segments in well over two (2) years.

In 2005, Deseret Grain informed UP that it was developing dairy activity at the Deseret Grain facility at Elberta, Utah, and proposed that if rail service was restored, there would be additional volume and commodities. Deseret Grain provided UP with its additional traffic volume projections, UP priced the theoretical new business and developed a pro forma estimate (the "Pro Forma Estimate") based on the theoretical economic contribution of the projected traffic. The Pro Forma Estimate developed by UP uses Deseret Grain's own theoretical new business projections. Therefore, the traffic pattern projection for the Forecast Year gives maximum weight to Deseret Grain's estimates even though there is no guarantee that Deseret Grain would actually ship any of the projected business under the applicable rates to or from its facility at Elberta, Utah during the Forecast Year. (See Verified Statement of Hans Matthiessen – Appendix D)

In July, 2006 UP sent a letter to Deseret Grain which summarized the economic factors concerning service to and from Deseret Grain and described the reasons why UP was of the business opinion that operation of the Elberta Line needed to be discontinued. A copy of UP's letter to Deseret Grain is attached as **Appendix H**, and is hereby made part hereof. In subsequent phone conversations, Deseret Grain took no exception to the business projections and cost estimates used in the UP letter.

It is important to note that UP does not factor in those portions of the Elberta Line that would not be needed to serve Deseret Grain in the economic analysis of determining what is necessary to maintain the Rail Line and the Cost to Rehabilitate the Rail Line. Inclusion of the West Tintic Industrial Lead, the Goshen Valley Branch and the Iron King Branch would only make the costs to maintain the Rail Line and to rehabilitate the Rail Line much higher than would be necessary to continue service to Deseret Grain. Therefore, only the specifically required maintenance and rehabilitation costs for the Tintic Industrial Lead (Milepost 5.52 to Milepost 26.00) or 20.48 miles of the 27.57 mile Rail Line, was used in establishing calculations for the Estimated Annual Maintenance Costs Per Mile, Programmed Track Maintenance and the Costs for Rehabilitation. This approach was applied to both the Base Year and the Forecast Year calculations and yields the lowest maintenance and infrastructure cost estimates when establishing the costs required to serve the only shipper on the Rail Line, Deseret Grain.

(a)(7) Name, title, and address of representative to whom correspondence should be sent.

Correspondence regarding this matter should be addressed to Applicant's

representative:

Mack H. Shumate, Jr., Senior General Attorney
101 North Wacker Drive, #1920
Chicago, Illinois 60606
Tel. 312/777-2055
Fax 312/777-2065

(a)(8) List of all United States Postal Service ZIP Codes that the Rail Line traverses.

The Line traverses United States Postal Service ZIP Codes 84626, 84633 and 84651.

(b) Condition of Properties. The present physical condition of the Rail Line including operating restrictions and estimate of deferred maintenance and rehabilitation costs to upgrade the Rail Line to minimum FRA Class 1 safety standards. The bases for the estimates shall be stated with particularity, and work papers shall be filed with the Application.

UP presently has the common carrier by railroad obligation to operate the Rail Line. The portion of the Rail Line known as the Tintic Industrial Lead was constructed by the Tintic Range Railway Company in 1891 and 1892. Current rail includes 100-pound and 110-pound jointed rail laid in 1973 between the Tintic Industrial Lead segment starting at Milepost 5.52 and Milepost 10.0, 85-pound jointed rail laid in 1915 between Milepost 10.0 and Milepost 14.5, 131-pound jointed rail laid in 1972 between Milepost 14.5 and Milepost 16.0, 85-pound jointed rail laid in 1915 between Milepost 16.0 and Milepost 21.0, and 75-pound jointed rail laid in 1913 between Milepost 21.0 and the end of the Tintic Industrial Lead at Milepost 26.00. The West Tintic Industrial Lead (Milepost 26.00 to Milepost 27.23) also consists of 75-pound jointed rail laid in 1913. The Goshen Valley Branch (Milepost 0.0 to Milepost 3.80) was

constructed by the Goshen Valley Railroad in 1919 and the original 85-pound and 75-pound jointed rail is still in place. The Iron King Branch (Milepost 0.0 to Milepost 2.15) was constructed in 1919 by the Goshen Valley Railroad and was laid with 75-pound rail which is still in place.

In his Verified Statement attached as **Appendix C** and hereby made a part hereof, Abdollah (Abe) Ghazai provides details regarding the condition and normalized maintenance expenses for the Tintic Industrial Lead, that portion of the Rail Line required to serve the only shipper, Deseret Grain. Mr. Ghazai relies on UP's on-site field personnel who personally inspected the Tintic Industrial Lead and from data available via UP's Engineering Facilities Information System. In Mr. Ghazai's opinion the results of his investigation are representative of the entire Elberta Line (See Verified Statement of Abdollah Ghazai – **Appendix C at page 2**).

The Estimated Annual Maintenance Costs Per Mile for that portion of the Elberta Line known as the Tintic Industrial Lead is calculated using, "Cost of Ordinary Maintenance of Track and Structures" ("COMTS"). Mr. Ghazai's estimate of the Programmed Track Maintenance for the Tintic Industrial Lead includes UP's labor and material costs for ties, surface and lining, and road crossing work. COMTS includes: (1) an estimate for tie replacement of 270 cross ties per mile every eight years averaging \$2,289 per track mile per year; (2) an estimate for surface and lining of the track to take place every eight years averaging \$954 per mile per year; and (3) an estimate for Road Crossing protection and maintenance costs for work which has an average life cycle ranging from 15 to 30 years, depending on the component life cycle, resulting in a cost

of \$779 per track mile per year. (See Verified Statement of Abdollah Ghazai – **Appendix C at pages 2 and 3**)

The cost of a crew and work they perform for non-programmed maintenance, which includes routine track, signal, and bridge inspection, vegetation control, rail replacement, and required materials, is estimated by Mr. Ghazai to average \$2,349 per track mile per year. (See Verified Statement of Abdollah Ghazai – **Appendix C at page 3**)

Based on Mr. Ghazai's calculations after rehabilitation of the Tintic Industrial Lead, the total cost of maintaining the Tintic Industrial Lead alone would be \$130,468 per year. That averages out to \$6,371 per track mile per year for the Tintic Industrial Lead. (See Verified Statement of Abdollah Ghazai – **Appendix C at page 3**) In Mr. Ghazai's opinion, these calculations yield a conservative annual per mile estimate for maintaining the track structure of the Tintic Industrial Lead to FRA Class I track standards. (See Verified Statement of Abdollah Ghazai – **Appendix C at page 3**) In that the Goshen Valley Branch, the Iron King Branch, and the West Tintic Industrial Lead, all of which are technically part of the Elberta Line, have not had any rail shippers in over two years and are not physically necessary for rail service for Deseret Grain, the only shipper on the Elberta Line, Mr. Ghazai excluded any costs required to maintain these line segments from the COMTS.

Mr. Ghazai did not establish a net liquidation value of the Rail Line in that this Application is limited to discontinuance of operations on the Line not full abandonment thereof. However, Hans Matthiessen, Senior Project Manager of

Economic Research and Analysis for the UP did calculate the Total Return Value which is the Normal Rate of Return times Working Capital, as only being \$2,732.00. (See Verified Statement of Hans Matthiessen – **Appendix D at page 4**) Mr. Ghazai also established the Cost to Rehabilitate the Tintic Industrial Lead to handle train and car movement using the current estimates for the various types of work and materials as of February, 2007. There are areas on the Tintic Industrial Lead where rail has to be upgraded to heavier rail to accommodate the heavier weight and movement of modern rail cars.

Mr. Ghazai's rehabilitation cost calculations are conservative in that they only include an estimate to spray for vegetation control. Based on photographs of the Rail Line, it is likely that mechanical vegetation control such as brush cutting will also be required. Moreover, based on track observations, there is obvious need for additional ballast for track stabilization. (See Verified Statement of Abdollah Ghazai – **Appendix C at page 3**)

The rehabilitation cost of the Tintic Industrial Lead excluding brush cutting and extra ballast is estimated at a total of \$4,333,632.45. (See Verified Statement of Abdollah Ghazai – **Appendix C at page 3**) This figure does not include any administrative costs for the subsidy year, currently estimated at an additional \$13,929.00 in costs. (See Verified Statement of Abdollah Ghazai – **Appendix C at page 3**) The largest portion of the cost is attributed to necessary rail and tie replacement and renewal. (See Verified Statement of Abdollah Ghazai – **Appendix C at page 3**)

(c) Service Provided. Description of the service performed on the Rail Line during the Base Year (as defined by § 1152.2(c)), including the actual:

(c)(1) Number of trains operated and their frequency.

Service on the Tintic Industrial Lead ceased in the beginning of 2003 when it was determined by the UP that the Tintic Industrial Lead had reached the end of its useful life and required complete rehabilitation as opposed to continued maintenance. This decision was shared with Deseret Grain, the only shipper on the Rail Line, with the understanding that UP would subsidize the transportation requirements of Deseret Grain to the extent alternative transportation exceeded the then costs for movement by rail. The train operations and on-branch costs for operating the Tintic Industrial Lead for the Base Year and the Forecast Year as calculated by Hans Matthiessen , Senior Project Manager of Economic Research and Analysis for UP are as follows:

(1) In the Base Year, a three person crew (Local LJL41) out of Provo, Utah made ten round trips to deliver and pick up the 172 cars of corn and wheat using two 3,000 horsepower locomotives. The grain moved in multiple carload movements of between 6–19 carloads at a time, with only one single car movement of 5 carloads. The ten round trips incurred 100 locomotive on-branch hours and 819 locomotive on-branch miles. There were four hours of avoidable crew overtime cost when Local LJL41 had to serve the Tintic Industrial Lead. The Base Year has actual avoidable crew wages without fringe benefits of \$8,000. (See Verified Statement of Hans Matthiessen – Appendix D at page 2)

(2) The Forecast Year reflects the use of a three person crew providing twice a week service using two 3,000 horsepower locomotives. There are 212 carloads moving in multiples of between 19–20 carloads at a time and 136 single carload movements, for a total of 348 carloads for the Forecast Year. The 104 round trips needed to serve the Tintic Industrial Lead will incur 520 locomotive on-branch hours and 4,260 locomotive on-branch miles. The Forecast Year has \$41,600 in avoidable crew wages without fringe benefits. (See Verified Statement of Hans Matthiessen - Appendix D at page 2)

(c)(2) Miles of track operated (include main line and all railroad-owned sidings).

The Rail Line proposed for discontinuance consists of 27.57 miles of branch line (all of which is excepted track). The Rail line consists of the Tintic Industrial Lead from Milepost 5.52 to Milepost 26.00 (the "Tintic Industrial Lead), the West Tintic Industrial Lead from Milepost 26.00 to Milepost 27.23 (the "West Tintic Industrial Lead"), the Goshen Valley Branch from Milepost 0.0 to Milepost 3.80 (equation Milepost 2.89 = Milepost 2.98) (the "Goshen Valley Branch"), and the Iron King Branch from Milepost 0.0 to Milepost 2.15, a total distance of 27.57 miles (the "Iron King Branch"), all of which being in Utah County, State of Utah and the subject of this discontinuance of service application.

(c)(3) Average number of locomotive units operated.

During the Base Year service on the Rail Line would have required the use of two (2) 3,000 horse power locomotives for a total of only ten (10) round trips.

Calculations for the Forecast Year contemplates using two (2) 3,000 horse power locomotives for 104 round trips annually on a twice weekly basis. (See Verified Statement of Hans Matthiessen - Appendix D at page 2)

(c)(4) Total tonnage and carloads by each commodity group on the Rail Line (Base Year).

Inbound rail traffic volumes at the Deseret Facility for the Base Year:

<u>Commodity Group</u>	<u>Carloads</u>	<u>Tons</u>
Com	99	9,997
Wheat	19	1,882

Outbound rail traffic volumes at the Deseret Facility for the Base Year:

<u>Commodity Group</u>	<u>Carloads</u>	<u>Tons</u>
Wheat	54	5,417
Totals:	172	17,296

(See Verified Statement of Angelica V. Size - Appendix E at page 1)

(c)(5) Overhead or bridge traffic by carload commodity group that will not be retained by the carrier.

There is no overhead traffic on the Rail Line. (see Verified Statement of Angelica V. Size – Appendix E at page 2)

(c)(6) Average crew size.

For the Base Year the crew size is a three (3) person crew (Local LJL41) out of Provo, Utah. The same crew size was used for the Forecast Year. (See Verified Statement of Hans Matthiessen – Appendix D at page 2)

(c)(7) Level of maintenance.

The main track, consisting of 20.48 track miles of single line trackage on the right-of-way between mileposts 5.52 and 26.00, the Tintic Industrial Lead, is constructed with 5.3 track miles of 70 pound jointed rail, 8.98 track miles of 85 pound rail, 4.48 track miles of 100 pound jointed rail, and 1.72 track miles of 131 pound jointed rail. Service on the entire Rail Line ceased at the beginning of 2003. (See Verified Statement of Abdollah Ghazai - Appendix C at page 2)

(c)(8) Any important changes in train service undertaken in the 2 calendar years immediately preceding the filing of the Application.

Service on the entire Rail Line ceased in the beginning of 2003 and currently no direct service is being provided to or from the Rail Line. UP has compensated Deseret Grain, the only shipper on the Rail Line for specified substituted rail service to and from its grain facility located at Milepost 26.00 on the Tintic Industrial Lead, since the cessation of rail service to meet Deseret Grain's shipping needs so long as such alternative transportation exceeded rail costs for the desired move. (See Verified Statement of Angelica V. Size - Appendix E at page 2)

(c)(9) Reasons for decline in traffic, if any, in the best judgment of Applicant.

The following summarizes Deseret Facility traffic volumes that moved via truck and were subsidized by UP after the Elberta Line was taken out of service:

Commodity	Year	Bushels	Carloads
Wheat	2003	133,203	40
Corn	2004	336,853	91
Wheat	2004	115,223	35

Wheat	2005	232,143	70
Wheat	2006	190,500	60
Wheat	2007	170,000	50

(See Verified Statement of Angelica V. Size - **Appendix E at page 2**)

It is not so much the decline in traffic as it is the meager quantity of traffic for the entire Rail Line, from a low of 40 cars in 2003, a high of 126 cars in 2004 and a steady decline of 70, 60 and 50 cars for 2005, 2006 and 2007, respectively that stands out as a major economic problem for the Rail Line. All of the traffic originated or was destined to Deseret Grain via the Tintic Industrial Lead. (See Verified Statement of Angelica V. Size – **Appendix E at page 2**) This is simply not enough traffic to warrant expenditure for the rehabilitation and future maintenance required to restore and thereafter keep the Tintic Industrial Lead in service. (See Verified Statement of Hans Matthiessen – **Appendix D, Exhibit 1, page 2**)

(d) Revenue and Cost Data.

(d)(1) Computation of the revenues attributable and avoidable costs for the Line to be abandoned for the Base Year (as defined by § 1152.2(c) and to the extent such branch level data are available), in accordance with the methodology prescribed in §§ 1152.31 through 1152.33, as applicable, and submitted in the form called for in § 1152.36, see Exhibit 1 to Appendix D.

Exhibit 1 to the Verified Statement of Hans Matthiessen - **Appendix D** contains computations of the revenues and avoidable costs for the Tintic Industrial Lead in the Base Year. Exhibit 1 shows operating results for the entire Tintic Industrial Lead during the Base Year. Based on normalized maintenance costs, the Tintic Industrial Lead shows an operating loss of \$24,737. (See Verified Statement of Hans Matthiessen – **Appendix C, Exhibit 1, page 1**) Expenses for normalized maintenance

in the Base Year are \$6,371 per mile or a total of \$130,468 for the Tintic Industrial Lead, as calculated by Mr. Ghazai. (See Verified Statement of Abdollah Ghazai – **Appendix C at page 3**) These normalized maintenance costs and expenses do not factor in any expenses for rehabilitation of the Tintic Industrial Lead. As detailed in the Verified Statement of Mr. Ghazai, the Tintic Industrial Lead is in need of \$4,333,632.45 to cover the costs of rehabilitation. (See Verified Statement of Abdollah Ghazai – **Appendix C at page 3**)

The one year cost of normalized maintenance and the net estimated subsidy payment required to rehabilitate the Tintic Industrial Lead in order for the UP to provide rail service at an FRA Class 1 level for another year (the Forecast Year) is \$4,258,327. (See Verified Statement of Hans Matthiessen – **Appendix D, Exhibit 1, page 2**)

(d)(2) The carrier shall compute an estimate of the future revenues attributable, avoidable costs and reasonable return on the value for the Line to be abandoned, for the Forecast Year (as defined in § 1152.2(h)) in the form called for in Exhibit 1. The carrier shall fully support and document all dollar amounts shown in the Forecast Year column including an explanation of the rationale and key assumptions used to determine the Forecast Year amounts.

Exhibit 1 to Hans Matthiessen's Verified Statement - **Appendix D**) contains computations of future revenues and avoidable costs and a reasonable return on the working capital in the Forecast Year for the Tintic Industrial Lead which is proposed for discontinuance. Based on calculations detailed in **Exhibit 1** to Hans Matthiessen's Verified Statement, UP realizes a small operating gain during the Forecast Year for the Rail Line of \$91,966.

Rail traffic for the Forecast Year is estimated at 348 carloads comprised of the 288 inbound cars referenced by Angelica Size in her Verified Statement as potential new business to support dairy operations at Deseret Grain (See Verified Statement of Angelica V. Size – Appendix E of page 2) plus the 60 cars of outbound wheat used in the calculation for the Base Year by Hans Matthiessen (See Verified Statement of Hans Matthiessen – Appendix D). Rail traffic in the Forecast Year takes into account the only shipper on the Rail Line, Deseret Grain, and only Deseret Grain is expected to seek rail service on the Rail Line in the Forecast Year.

(d)(3) The carrier shall also compute an "Estimated Subsidy Payment" for the Base Year in the form called for in Exhibit 1 and an alternate payment to reflect:

(i) Increases or decreases in attributable revenues and avoidable costs projected for the subsidy year; and

(ii) An estimate of the cash income tax reductions, Federal and state, to be realized in the subsidy year. The bases for the adjustment, e.g., rate increase, changes in traffic level, necessary maintenance to comply with minimum FRA class 1 safety stands, shall be stated with particularity.

The Estimated Subsidy Payment is shown on Line 19, page 2 of Exhibit 1 to Hans Matthiessen's Verified Statement - Appendix E and is presented by Mr. Matthiessen in his testimony contained therein. In that the authority requested is to discontinue rather than abandon and salvage the Rail Line, the opportunity cost calculation was limited to a Total Return on Value calculation which amounts to \$2,732 in the Forecast Year. (See Verified Statement of Hans Matthiessen – Appendix D at page 4)

(e) Rural and Community Impact.

(e)(1) Name and population (identify source and date of figures) of each community in which a station on the Rail Line is located .

There are no agency stations on the Rail Line. Population information was obtained from the U.S. Census Bureau's Website for places having a population over 100,000. The 2006 population estimate is:

<u>Community</u>	<u>Station</u>	<u>Milepost</u>	<u>Population</u>
Provo, Utah	N/A	N/A	113,984

(e)(2) Significant users, by name, address, principal commodity, and by tonnage and carloads for each of the 2 calendar years preceding the Application, for that part of the current year for which information is available, and for the Base Year. In addition, the total tonnage and carloads for each commodity group originating and/or terminating on the line segment shall also be shown for the same time periods as those of the significant users.

Details of the significant user information are provided in the attached **Appendix E**. Listed in Table 1 is the significant user and address, principal commodities, and number of cars shipped with tonnages for 2003 to 2006, January through August, 2007 and the Base Year of April 1, 2006 through May 31, 2007. Listed in Table 2 are the carloads/tonnage by commodity for the same periods. The Forecast Year traffic which includes the potential traffic estimates of Deseret Grain, totals 348 carloads. (See Verified Statements of Hans Matthiessen – **Appendix D** and Angelica V. Size – **Appendix E**)

(e)(3) General description of the alternate sources of transportation service (rail, motor, water, air) available, and the highway network in the proximate area.

The availability of alternate rail and motor service is referenced in the Verified Statement of Angelica V. Size - **Appendix E at page 2** and below.

Rail - Alternate rail lines in the area are shown on the map attached hereto as Appendix A and hereby made a part hereof. The rail segment closest to Elberta, Utah (Milepost 26.00 on the Tintic Industrial Lead), the only active shipper facility on the Rail Line, would be the Sharp Subdivision on the UP railroad system.

The Sharp Subdivision crosses the Rail Line at Payson, Utah, approximately 14 miles east of Elberta, Utah. UP rail service is also available on the remaining active portion of the Rail Line at Spanish Fork, Utah. Elberta, Utah lies on U. S. Route 6, an east-west highway. This highway connects to Interstate 15, a north-south route, approximately 9 miles east of Elberta, Utah at Santaquin, Utah. Interstate 15 is the main highway artery for the greater Salt Lake City, Utah area and provides access to major grain terminals and other facilities rail served by both UP and/or the BNSF Railway Company.

Motor - Motor carrier service is readily accessible in the area and currently utilized by Deseret Grain at its facility on the Tintic Industrial Lead.

Water. Barge service is not an alternative in the immediate area.

Air. Air service is not an economically viable alternative for the commodities being shipped over the Rail Line.

Highway Network - The highway network in the area is shown on the map attached hereto as Appendix A. Elberta, Utah lies on U. S. Route 6, an east/west highway. This highway connects to Interstate 15, a north/south route, approximately 9 miles east of Elberta, Utah at Santaquin, Utah. Interstate 15 is the main highway artery for the greater Salt Lake City, Utah area and provides access to major grain terminals and other facilities rail that are served by both UP and/or the BNSF Railway Company.

Because of the extensive highway network in the area, trucks can be and are being used for the shipping transportation needs of Deseret Grain.

(e)(4) Statement of whether the properties proposed to be abandoned are appropriate for use for other public purposes, including roads or highways, other forms of mass transportation, conservation, energy production or transmission, or recreation. If Applicant is aware of any restriction on the title to the property, including any reversionary interest, which would affect the transfer of title or the use of property for other than rail purposes, this shall be disclosed.

In that this Application merely seeks to discontinue service over the Rail Line, use of the property for public purposes is generally not ripe for consideration until full abandonment authority is requested and granted by the Board. However, a substantial portion of the real property and trackage thereon which makes up the Tintic Industrial Lead (from Milepost 5.52 to Milepost 13.06) has been acquired by the Utah Transit Authority ("UTA") for potential use in their light rail commuter system. (See Verified Statement of Tanya Spratt – Appendix F at page 1) The western portion of the Tintic Industrial Lead in and around Deseret Grain's facility (Milepost 26.00) is located in a sparsely populated area. The UTA to date has not expressed an interest in

acquiring the real property underneath the western portion of the Rail Line. In that UP is seeking authority to discontinue operations on rather than abandon the Rail Line, the Rail Line will not be available for offers of financial assistance. Potential use as a recreational trail under the Rails to Trails Program under the National Trails System Act is unlikely in light of the ownership interest in a major portion of the Tintic Industrial Lead by UTA.

Based on information in UP's possession, the Rail Line consists of approximately fifty percent (50%) federally granted rights-of-way. As indicated on the Verified Statement of Tanya Spratt, Manager of Real Estate for the UP, forty-seven percent (47%) of the Rail Line is reversionary. Any documentation in Applicant's possession will be made available promptly to those requesting it.

(f) Environmental Impact.

On November 28, 2006, UP prepared and served a Combined Environmental and Historic Report for the Rail Line. The Combined Environmental and Historic Report for the Rail Line was filed with the Board on November 29, 2006 ("CEHR") and a copy of the CEHR is attached hereto as **Appendix J** and is hereby made a part hereof.

(g) Passenger Service.

No passenger service is conducted over the Rail Line. However, as indicated in the UP's response to (e)(3) above, the eastern portion of the real estate upon which the Rail Line is located (Milepost 5.52 to Milepost 13.06) is owned by UTA subject to UP's retained easement for common carrier by railroad freight operations.

(h) Additional Information.

Any additional information regarding the proposed abandonment will be provided as required by the Board. The UP has received the following responses in addition to those submitted with its Combined Environmental and Historic Report: Second Response from the United States Department of Agriculture dated December 11, 2006 indicating that discontinuance of the Rail Line will have no effect on prime farmland. (See Appendix G)

(i) Draft Federal Register Notice.

UP has included a draft Federal Register notice and computer diskette with this Application. (See Appendix K)

(j) Verification.

In addition to the Specific Verified Statements attached hereto as appendices C, D, E, and F, and hereby made a part hereof, all other facts and statements attributable to UP in this Application for Discontinuance of Operations on the Rail Line are verified by an officer of UP, Raymond E. Allamong, Jr., Senior Manager Rail Line Planning, in the attached Verification which is attached hereto as Appendix I and hereby made a part hereof.

C. Conclusion.

UP's operation of the Tintic Industrial Lead is projected to result in an operating gain of \$91,966 in the Forecast Year. This calculation projects annual operating revenue of \$1,392,891 with a substantial current annual operating cost of \$1,300,925 for the Forecast Year, as shown on Hans Matthiessen's Verified Statement

(Appendix D Exhibit 1, page 1). These figures do not take into consideration the substantial costs that would be required to rehabilitate the Tintic Industrial Lead in order to restore operations (approximately \$4,258,327 in the Forecast Year). (See Verified Statement of Hans Matthiessen – **Appendix D Exhibit 1, page 1**) The Rail Line plainly will be a substantial drain on UP in the Forecast Year. In general terms the after tax annual net revenue (assuming a 38% income tax effect from all sources on the \$91,966) is \$57,019.00. Assuming a compound annual interest return on the \$57,019.00 at the Board determined cost of capital at 12.2% with this same after tax annual net revenue reoccurring each year, it would take UP over twenty (20) years just to recover the cost to rehabilitate the Tintic Industrial Lead.

Even if operations on the Tintic Industrial Lead portion of the Rail Line is restored at a rehabilitation cost of \$4,333,632 for the Base Year or \$4,258,327 for the Forecast Year, the substantial normalized maintenance expense factored into Hans Matthiessen's cost calculations, \$6,371 per mile for the Base Year and \$6,434 per mile for the Forecast Year, is the additional annual cost required per mile for economic and efficient operation of the Rail Line over the long term and must be considered in determining overall cost to Up and whether public convenience and necessity would be better served by permitting the requested discontinuance of operations. International Minerals & Chemical Corporation v. I.C.C., 656 F.2d 251, 256, 257 (7th Cir. 1981); Chicago & North Western Transportation Co. - Abandonment between Mason City and Kesley, Iowa, 366 I.C.C. 373, 377 (1982).

The testimony of Angelica V. Size - **Appendix E** confirms the availability

of and use by the only shipper on the Rail Line of alternate motor carrier service for all traffic on the Tintic Industrial Lead, the only portion of the Rail Line which generates any traffic. In addition, her affidavit confirms the availability of major rail lines within approximately 14 miles of the Deseret Grain facility.

As succinctly summarized in Chicago and North Western Transportation Co. - Abandonment, 354 I.C.C. 1, 7 (1977):

"In numerous proceedings, the Commission has found that shippers are likely to incur inconvenience and increased transportation costs as a result of [a] proposed abandonment, but these are not sufficient to outweigh the detriment to the public interest of continued operations of uneconomic and excess facilities [case citations omitted]. This is especially the case where alternate transportation is available." (Emphasis added).

Alternate transportation may be adequate even if it involves higher costs and some inconvenience. See, e.g., Alabama Public Service Commission v. ICC, 765 F.2d 1516, 1523 (11th Cir. 1985); Mississippi Public Service Commission v. ICC, 650 F.2d 551, 555 (5th Cir. 1981).

Almost every rail abandonment will result in some inconvenience or disruption to shippers and local communities. This disruption or inconvenience, however, is not a controlling determination. Baltimore & Ohio Railroad Company - Abandonment, 328 I.C.C. 108, 115 (1965); Chicago, Milwaukee, St. Paul & Pacific Railroad Company Trustees - Abandonment, 228 I.C.C. 467, 477 (1938). If abandonment had to depend on proof that affected communities or shippers would suffer no inconvenience or economic loss, few, if any, lines ever would be abandoned. State of Nebraska v. United States, 255 F.Supp. 718, 722 (1966). The Board's duty

lies not in determining the property rights of shippers who happen to be inconvenienced or forced out of business by abandonment, but in weighing the present and prospective need for a line, and the benefits resulting to the public therefrom, against the burdens, present and prospective, which might be imposed upon interstate commerce.

Confluence & Oakland R.R. Co. - Abandonment, 247 I.C.C. 399, 402 (1941).

Public convenience and necessity permit and require abandonment of the Rail Line based on the evidence submitted by UP. UP's future operation would result in a substantial burden on interstate commerce as well as on UP when the meager operating gain, substantial operating costs and extremely high rehabilitation costs for the Tintic Industrial Lead are considered, as they must be. UP should not be required to support operation on any portion of this Rail Line out of its other profitable operations. People of the State of Illinois v. ICC, 722 F.2d 1341, 1347 (7th Cir. 1983) (Congress' concerns are not merely procedural, but it believes that the railroads cannot continue to support deficit operations out of all-to-few profitable operations and therefore abandonments should be more freely permitted). This argument holds even greater weight when one considers the fact that the only shipper on the Rail Line has already adopted alternative motor carrier service for its shipping needs when the Rail Line was taken out of service at the beginning of 2003 because of the obsolescence of the Tintic Industrial Lead.

THEREFORE, Union Pacific Railroad Company requests the Board to authorize discontinuance of operations of the four end to end line segments which make up the Elberta Line, the Tintic Industrial Lead from Milepost 5.52 to Milepost 26.00, the West Tintic Industrial Lead from Milepost 26.00 to Milepost 27.23, the

Goshen Valley Branch from Milepost 0.0 to Milepost 3.80 (equation Milepost 2.89 = Milepost 2.98), and the Iron King Branch from Milepost 0.0 to Milepost 2.15, for a total distance of 27.57 miles in Utah County, Utah.

In addition, even though the authority requested is merely to discontinuance operations on the Rail Line, the UP respectfully requests permission to *remove or pave over any and all at-grade crossings on the Rail Line, subject to local state railroad crossing safety laws and regulations, should such action be deemed desirable in the interest of public safety.* A listing of all active crossings and those crossings which are considered as being inactive are listed on Exhibit 1 to the Verified Statement of Tanya L. Spratt – **Appendix F.**

Dated this 13th day of September, 2007.

UNION PACIFIC RAILROAD COMPANY



Mack H. Shumate, Jr., Senior General Attorney
101 North Wacker Drive, Suite 1920
Chicago, Illinois 60606
312/777-2055 (Tel.)
312/777-2065 (FAX)

APPENDIX A

UTAH

SPANISH FORK



TINTIC IND LEAD
BEGIN
DISCONTINUANCE
M.P. 552

147 115

PAYSON

WHITE LAKE

TINTIC IND LEAD
END
DISCONTINUANCE
M.P. 27.23

GOSHEN VALLEY BRANCH
BEGIN
DISCONTINUANCE
M.P. 00

IRON KING BRANCH
BEGIN
DISCONTINUANCE
M.P. 30

IRON KING

GOSHEN VALLEY BRANCH
END
DISCONTINUANCE
M.P. 38

IRON KING BRANCH
END
DISCONTINUANCE
M.P. 2.5

STATION	MILE POST	AGENCY
ELBERTA	25.0	NO

**ELBERTA LINE
INCLUDING
TINTIC INDUSTRIAL LEAD
GOSHEN VALLEY BRANCH
IRON KING BRANCH**

MP 552 TO MP 27.23
MP 00 TO MP 38
MP 00 TO MP 2.5
A TOTAL OF 27.57 MILES
IN UTAH COUNTY UTAH

LEGEND

-  UPRR LINES TO BE DISCONTINUED
(Operates over Utah Transit Authority from Beginning to milepost 13.06)
-  OTHER UPRR LINES
-  OTHER RAILROADS
-  PRINCIPAL HIGHWAYS
-  OTHER ROADS

UNION PACIFIC RAILROAD CO.
ELBERTA LINE



APPENDIX B



Gabriel S. Meyer
Assistant General Attorney

July 18, 2007

VIA UPS NEXT DAY DELIVERY

Mr. Vernon Williams, Secretary
Surface Transportation Board
395 E Street, SW
Washington, DC 20423

Re: Updated System Diagram Map for Union Pacific Railroad Company (AB-33)

Dear Mr Williams:

Three copies of our System Diagram Map, with Line Descriptions for rail lines in Categories 1, 2 and 3, amended for the State of Oregon, are enclosed pursuant to the Board's regulations at 49 CFR §§ 1152.12 and 1152.13. An Affidavit of Service and Publication pursuant to 49 CFR § 1152.12(d) is included.

Please file stamp the enclosed copy of this letter and return it to me in the stamped, addressed envelope.

Sincerely,

A handwritten signature in cursive script that reads "Gabriel S. Meyer".

Enclosures

O \ABANDONMENTS\SYSTEM\SDM07-07STBLtr.doc

UNION PACIFIC RAILROAD 1400 Douglas Street STOP 1580 Omaha, NE 68179 ph (402) 544-1658 fx (402) 501-0127 gmeyer@up.com

Before the
SURFACE TRANSPORTATION BOARD

SYSTEM DIAGRAM MAP

Revised on July 16, 2007

UNION PACIFIC RAILROAD COMPANY (AB-33)

Includes all lines previously identified as Chicago & North Western Railway Company (AB-1); Southern Pacific Transportation Company (AB-12); St. Louis Southwestern Railway Company (AB-39); The Denver & Rio Grande Western Railroad Company (AB-8); and SPCSL Corp (AB-357)

AFFIDAVIT OF
SERVICE AND PUBLICATION
49 C.F.R. § 1152.12(d)

Charles W. Saylor
1400 Douglas Street, MS 1580
Omaha, Nebraska 68179
Tel. (402) 544-4861

Dated. July 18, 2007
Filed. July 19, 2007

Before the
SURFACE TRANSPORTATION BOARD

SYSTEM DIAGRAM MAP

Updated on March 20, 2003

UNION PACIFIC RAILROAD COMPANY (AB-33)

Includes all lines previously identified as Chicago & North Western Railway Company (AB-1); Southern Pacific Transportation Company (AB-12); St. Louis Southwestern Railway Company (AB-39); The Denver & Rio Grande Western Railroad Company (AB-8); and SPCSL Corp. (AB-357)

**AFFIDAVIT OF
SERVICE AND PUBLICATION
49 C.F.R. § 1152.12(d)**

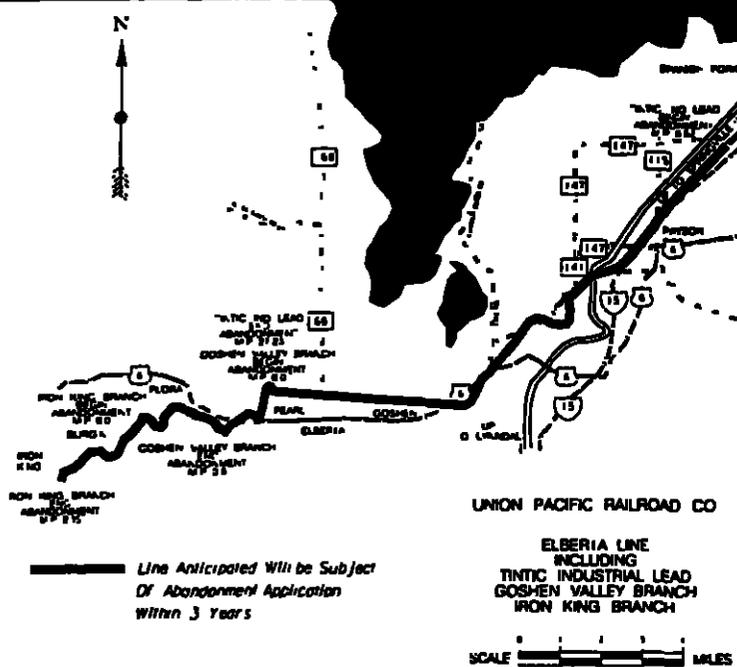
Charles W. Saylor
1416 Dodge Street, Room 830
Omaha, Nebraska 68179
Tel. (402) 271-4861

Dated: July 3, 2003
Filed: July 7, 2003

NOTICE-SYSTEM DIAGRAM MAP

UNION PACIFIC RAILROAD COMPANY (AB-33) plans to file an updated System Diagram Map on or about May 9, 2003 and publishes this notice pursuant to the regulations of the Surface Transportation Board at 49 C.F.R. 1152.12 and 1152.13. The rail lines described below will be placed in Category 1 (rail lines anticipated will be the subject of an abandonment application within three years)

- a. Designation of Line, Elberta Line
- b. State(s) in which located, Utah
- c. County(ies) in which located, Utah
- d. Mileposts Locations, 27.57 miles in three segments connecting end-to-end - the Tintic Industrial Lead from M.P. 5.52 near Spanish Fork to M.P. 27.23 near Pearl, the Goshen Valley Branch from M.P. 0.0 near Pearl to M.P. 3.8 near Burgin (M.P. 2.89 equals M.P. 2.98), and the Iron King Branch from M.P. 0.0 near Burgin to the end of track at M.P. 2.15 near Iron King
- e. There are no agency stations



The color-coded System Diagram Map and line description for the rail line amended in the State of Utah will be provided upon request. Send \$15 to SYSTEM DIAGRAM MAP, Union Pacific Railroad Company, Room 830, 1416 Dodge Street, Omaha, NE 68179

Ad Caption "Notice-System diagram map"
 Job # UPR1991
 Job Title 2003 UP Abandonment ad--Elberta Line
 Client Union Pacific
 Publication Provo Daily Herald
 Size 4 col x 7" (4 556" x 7")
 Date 04 25.03
 Prepared by Bozell & Jacobs

Elberta Line
 Publication Provo Daily Herald
 Size
 3 Col is 3 389"
 4 Col is 4 556"
 Materials due 5 days prior

UNION PACIFIC RAILROAD COMPANY (AB-33)

SYSTEM DIAGRAM MAP

**LINE DESCRIPTIONS OF LINES DESIGNATED
CATEGORY 1 ON THE MAP**

DATE FILED: July 7, 2003

UNION PACIFIC RAILROAD COMPANY (AB-33)

Includes all lines previously identified as Chicago & North Western Railway Company (AB-1); Southern Pacific Transportation Company (AB-12); St. Louis Southwestern Railway Company (AB-39); The Denver & Rio Grande Western Railroad Company (AB-8); and SPCSL Corp. (AB-357)

SYSTEM DIAGRAM MAP

LINE DESCRIPTIONS OF LINES IN CATEGORIES 1, 2, AND 3

Updated on March 20, 2003

MAP COLOR CODES

CATEGORY 1: **RED.** Rail lines anticipated will be the subject of an abandonment application within three years.

SOLID BLACK. Rail lines approved for abandonment in the UP/SP merger proceeding but not yet abandoned.

DASHED BLACK. Rail service has been discontinued.

DOTTED RED. Trackage Rights to be discontinued.

CATEGORY 2: **GREEN.** Rail lines being studied for potential abandonment.

CATEGORY 3: **YELLOW.** Rail lines pending in an abandonment or discontinuance application proceeding.

CATEGORY 4: **BROWN.** Rail lines being operated under the rail service continuation provisions of 49 U.S.C. 10905 or of Section 304(c)(2) of the Regional Rail Reorganization Act of 1973, as amended.

CATEGORY 5: **LINED PURPLE.** Main line trackage rights.

LINED BLACK. All other lines or portions of owned and operated by the carrier, directly or indirectly.

ARIZONA

There are no lines in Category 1, 2, or 3.

ARKANSAS

There are no lines in Category 1, 2 or 3.

CALIFORNIA

CATEGORY 1 LINES (RED)

- a. Designation of Line: Paramount Industrial Lead
- b. State(s) in which located: California
- c. County(ies) in which located: Los Angeles, Orange
- d. Mileposts Locations: M.P. 495.14 near Paramount to M.P. 507.80 near North Stanton
- e. There are no agency stations.

(See, Southern Pacific Transportation Company's System Diagram Map filed April 7, 1995, in which the line was called the West Santa Ana Branch)

- a. Designation of Line: Yuba City Industrial Lead
- b. State(s) in which located: California
- c. County(ies) in which located: Yuba, Sutter
- d. Mileposts Locations: M.P. 136.38 near Marysville to M.P. 139.77 near Colusa Junction
- e. There are no agency stations.

COLORADO

There are no lines in Category 1, 2 or 3.

IDAHO

There are no lines in Category 1, 2 or 3.

ILLINOIS

CATEGORY 1 LINES (RED)

- a. Designation of Line: Chicago Low Line
- b. State(s) in which located: Illinois
- c. County(ies) in which located: Cook
- d. Mileposts locations: M.P. 0.26 near Canal Street to M.P. (-) 0.55 near Rush Street
- e. There are no agency stations.

- a. Designation of Line: Sparta Subdivision
 - b. State(s) in which located: Illinois
 - c. County(ies) in which located: Washington
 - d. Mileposts locations: M.P. 30.0 near Nashville to M.P. 23.0 near Hoyleton
 - e. There are no agency stations.
- (See, System Diagram Map filed on October 3, 1991; line formerly known as Sparta Branch.)

IOWA

CATEGORY 1 LINES (RED)

- a. Designation of Line: Bondurant Industrial Lead
- b. State(s) in which located: Iowa
- c. County(ies) in which located: Polk
- d. Mileposts locations: M.P. 225.56 near Bondurant Junction to M.P. 232.8 near Bondurant
- e. There are no agency stations.

- a. Designation of Line: Bristow Subdivision
- b. State(s) in which located: Iowa
- c. County(ies) in which located: Butler
- d. Mileposts locations: M.P. 294.75 near Allison to M.P. 300.0 near Bristow
- e. There are no agency stations.

(See, System Diagram Maps filed July 14, 1995 and April 1, 1999.)

- a. Designation of Line: Perry Subdivision
- b. State(s) in which located: Iowa
- c. County(ies) in which located: Dallas
- d. Mileposts Locations: Perry Subdivision (formerly Perry Branch) from M.P. 296.8 near Waukee to M.P. 369.0 near Dawson (equation $M.P. 275.9 = 361.8$).
- e. There are no agency stations.

(See, System Diagram Map filed August 22, 1997, which covered this line between M.P. 363.5 and M.P. 369.0.)

- a. Designation of Line: Waterloo Industrial Lead
- b. State(s) in which located: Iowa
- c. County(ies) in which located: Black Hawk, Buchanan, Fayette
- d. Mileposts locations: M.P. 332.0 near Dewar to M.P. 354.3 near Oelwein (Additional track at Oelwein: 0.32 mile Wye Track at M.P. 245.24 and 350.54; and 0.58 mile between M.P. 245.0 and 245.58)
- e. There are no agency stations.

(See, System Diagram Map filed July 14, 1995. That original filing was two miles longer, commencing at M.P. 330.0.)

- a. Designation of Line: Ankeny Subdivision
- b. State(s) in which located: Iowa
- c. County(ies) in which located: Polk, Boone, Story
- d. Mileposts locations: M.P. 11.0 near Ankeny to M.P. 23.20 which equals 339.60 to M.P. 341.1 near Slater.
- e. There are no agency stations.

(See, System Diagram Map filed March 20, 1998. At that time, segment was called the Ankeny Branch and had a slightly different equation location.)

KANSAS

CATEGORY 1 LINES (RED)

- a. Designation of Line: Vliets Industrial Lead
 - b. State(s) in which located: Kansas
 - c. County(ies) in which located: Marshall
 - d. Mileposts locations: M.P. 403.8 near Vliets to M.P. 408.8 near Frankfort
 - e. There are no agency stations.
- (See, System Diagram Map filed October 3, 1991.)

LOUISIANA

There are no lines in Category 1, 2 or 3.

MINNESOTA

There are no lines in Category 1, 2 or 3.

MISSOURI

There are no lines in Category 1, 2 or 3.

MONTANA

There are no lines in Category 1, 2 or 3.

NEBRASKA

There are no lines in Category 1, 2 or 3.

NEVADA

There are no lines in Category 1, 2 or 3.

NEW MEXICO

There are no lines in Category 1, 2 or 3.

OKLAHOMA

There are no lines in Category 1, 2 or 3.

OREGON

There are no lines in Category 1, 2 or 3.

TENNESSEE

There are no lines in Category 1, 2 or 3.

TEXAS

CATEGORY 1 LINES (RED)

- a. Designation of Line: Waxahachie Industrial Lead
 - b. State(s) in which located: Texas
 - c. County(ies) in which located: Ellis
 - d. Mileposts Locations: M.P. 798.03 near Waxahachie to the end of the line at M.P. 802.60 near Nena
 - e. There are no agency stations.
- (See, System Diagram Map filed March 24, 1997; formerly called Waxahachie Branch.)

UTAH

CATEGORY 1 LINES (RED)

- a. Designation of Line: Elberta Line
- b. State(s) in which located : Utah
- c. County(ies) in which located: Utah
- d. Milepost Locations: 27.57 miles in three segments connecting end to end - the Tintic Industrial Lead from M.P. 5.52 near Spanish Fork to M.P. 27.23 near Pearl, the Goshen Valley Branch from M.P. 0.0 near Pearl to M.P. 3.8 near Burgin (M.P. 2.89 equals M.P. 2.98), and the Iron King Branch from M.P. 0.0 near Burgin to the end of track at M.P. 2.15 near Iron King.
- e. There are no agency stations.

- a. Designation of Line: Sugar House Spur
- b. State(s) in which located: Utah
- c. County(ies) in which located: Salt Lake
- d. Mileposts locations: M.P. 1.15 to M.P. 2.7 near Salt Lake City
- e. There are no agency stations.

(See, The Denver and Rio Grande Western Railroad's System Diagram Map filed April 7, 1995. The line was amended to a shorter distance on March 24, 1997.)

WASHINGTON

There are no lines in Category 1, 2 or 3.

WISCONSIN

CATEGORY 1 LINES (RED)

- a. Designation of Line: Chippewa Falls Subdivision
- b. State(s) in which located: Wisconsin
- c. County(ies) in which located: Barren, Chippewa
- d. Mileposts locations: M.P. 26.0 near Bloomer to M.P. 49.2 near Cameron
- e. There are no agency stations.

(See, System Diagram Map filed March 18, 1993; segment reduced since then and name changed from Spooner Subdivision.)

APPENDIX C

**VERIFIED STATEMENT
OF
ABDOLLAH (ABE) GHAZAI**

My name is Abdollah (Abe) Ghazai. I have been employed by Union Pacific Railroad Company ("UP") since 1985 and currently hold a position as Track Planning Engineer in the Engineering Services Department. My office address is 1400 Douglas Street, Omaha, Nebraska 68179. I was employed by Missouri Pacific Railroad Company ("MP") in the Engineering Department from 1978 until 1985 when the MP was acquired by the UP. I hold a Bachelor of Science in Industrial Administration from Pittsburg State University, Pittsburg, Kansas and a Master of Arts in Management from Bellevue University, Bellevue, Nebraska.

During my career I have held various railroad maintenance-of-way positions and have experience as a Maintenance-of-Way employee in various capacities. As a Track-man I have inspected and performed overall track maintenance activities, and as a Track Machine Operator I have maintained track and railroad right-of-way in accordance with UP and FRA guidelines. I have also worked as a Supply System Analyst, as a Data Analyst, as a Manager of Vegetation Control, and most recently as a Track Planning Engineer. In my current position, I have responsibility throughout the UP system for preparation of estimates for net liquidation values on various types of track structures and

for determining the costs of engineering programs and projects. I have a total of 28 years in railroad engineering matters.

I am familiar with the Tintic Industrial Lead between milepost 5.52 and 26.00 (the "Rail Line") which is the subject of this abandonment application. I have not personally inspected the Rail Line; however, I have utilized the information provided from the field personnel and from the data available via Engineering Facilities Information System. The results of this information and photographs showing the general condition of the Rail Line are detailed on Exhibit No. 1, which is attached hereto and hereby made a part hereof and which shows the milepost locations and the Rail Line characteristics and structures at different locations. In my opinion these results are representative of the entire Rail Line.

The main track, consisting of 20.48 track miles between mileposts 5.52 and 26.00, is constructed with 5.3 track miles 75#, 8.98 track miles 85#, 4.48 track miles 100#, and 1.72 track miles 131# -pound jointed rail.

EXHIBIT 2 – Ordinary Maintenance Estimates

Exhibit 2 is attached hereto and hereby made a part hereof and shows the "Cost of Ordinary Maintenance of Track and Structures" for the Rail Line. Exhibit 2 details my estimate of the Programmed Track Maintenance that include ties, surface and lining, and road crossing. The cost is estimated for tie replacement of 270 cross ties per mile every eight years averaging \$2,289 per track mile per year. Surface and lining the track is estimated to take place every eight years averaging \$954 per mile per year. Road Crossing protection and maintenance cost average varies from 15 to 30 years depending on various components life cycle averaging \$779 per track mile per year.

Non-Programmed Track Maintenance that involve routine track, signal, and bridge inspection, vegetation control, rail replacement, and required materials. The cost of a crew and functions they perform for non-programmed maintenance is estimated to average \$2,349 per track mile per year.

The total cost of maintaining this track portion would be \$130,468 per year that averages out to \$6,371 per track mile per year. The calculations are conservative figures for maintaining the track to function as a class one track.

EXHIBIT 3 – COST OF REHABILITATION (MATERIAL & LABOR)

Exhibit 3 details my estimate of the cost of the materials and labor if the Rail Line were to be rehabilitated to handle train and car movement. Exhibit 2 shows current estimates for the various types of work and materials as of February 2007. There are areas that the rail has to be upgraded to heavier rail to accommodate heavier weight and movement of modern rail cars. The rehabilitation cost calculations are also conservative, as we only have estimated spray form of vegetation control while there is probably same amount for mechanical control such as brush cutting. From what I have seen of the photos in exhibit 1 there is need for more ballast for track stabilization. The rehabilitation cost of Rail Line not including brush cutting and extra ballast is estimated at a total of \$4,333,632.45. The largest portion of the cost is attributed to rail and tie replacement and renewal as indicated in the Exhibit 3.

EXHIBIT 1

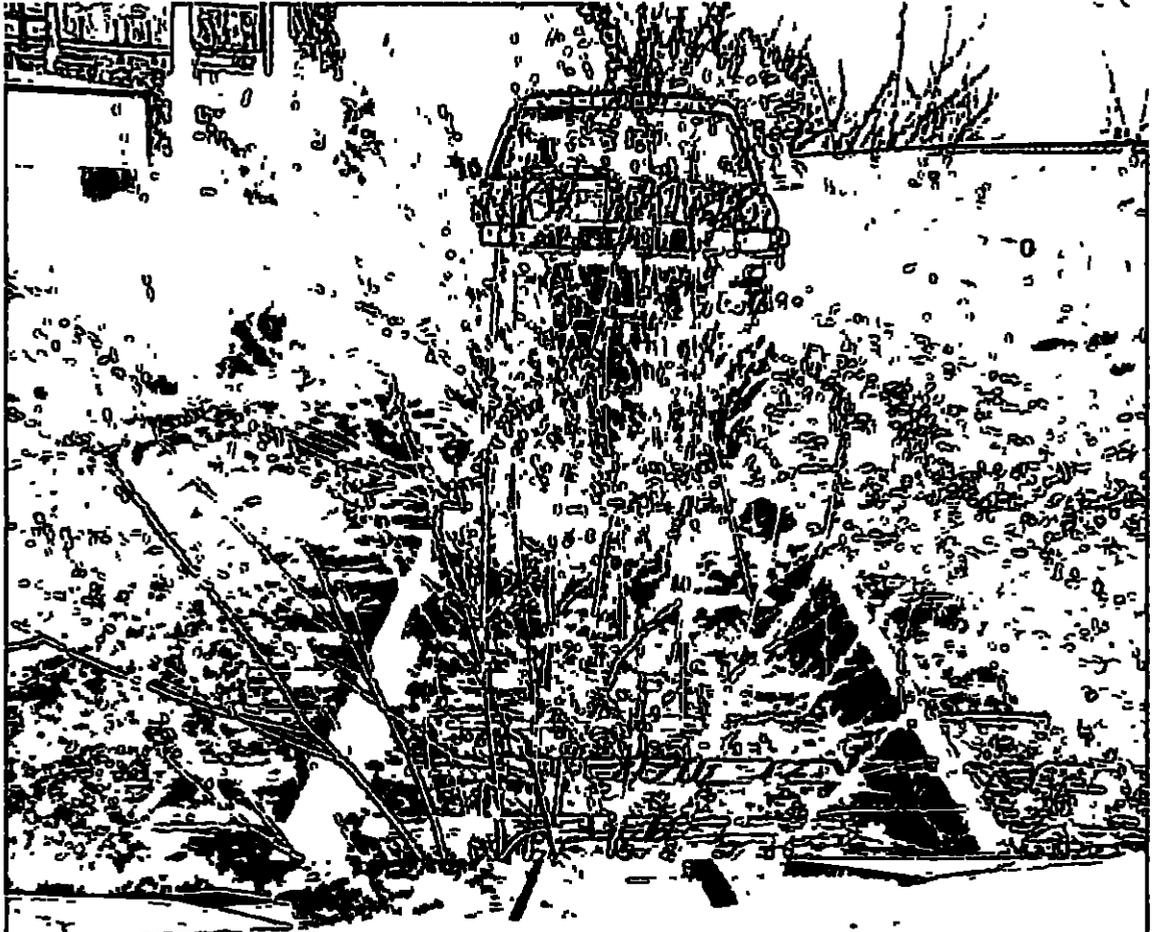


To those considering reopening the Tintic Industrial Lead here is a scope of the work needed to operate trains Safely from MP 5.52 to MP 26.00

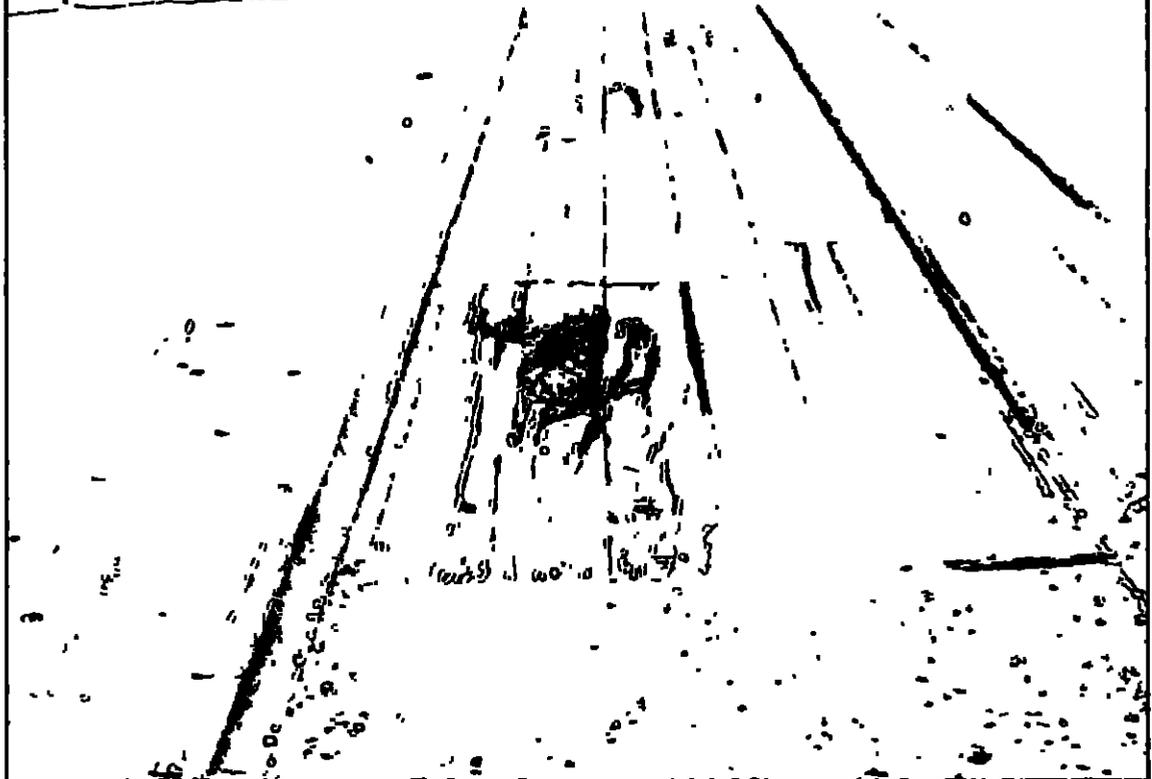
- 1 Vegetation of grass, weed's, sagebrush, willow's & tree's over a majority of the track
2. 48' Prefab wood Crossing at 7 15 needs to be renewed with ties, rail, & concrete
- 3 24' wood crossing at 9 32 needs to be renewed with ties, rail, & concrete
- 4 48' wood crossing at 9.75 needs to be renewed with ties, rail, & concrete
- 5 40' asphalt crossing at 10 35 needs to be renewed with ties, rail, & concrete
- 6 85# Switch at 10.50 needs both switch point's and stock rail's replaced.
- 7 48' wood crossing at 10 85 needs to be renewed with ties, rail, & concrete.
8. 85# Curve rail at 11.60 to 11 90 needs both rails relayed
- 9 85# Curve rail at 12 56 to 12 75 needs both rails relayed.
- 10 Rail at 13.10 to 13.80 is crushed needs both rails relayed
- 11 85# 1907 low curve rail at 13.80 to 14 10 worn flat & shelling needs 2050' relayed
- 12 85# switch at 15 15 needs RII point & stock rail replaced & 50% switch tie renewal.
- 13 85# Switch at 15 60 needs both switch point's and stock rail's replaced & 50% switch tie renewal
- 14 85# Switch at 15.65 needs both switch point's & stock rail's, & Frog replaced & 50% switch tie renewal
- 15 85# Rail at 15.80 to 16 03 crushed flat needs both rails relayed.
- 16 Replace 150' of track including 20' crossing at 16 06 & 32' crossing at 16 08
- 17 32' crossing at 16.25 has broken rail needs to be renewed with ties, rail, & concrete.
- 18 40' crossing at 16 90 needs to be renewed with ties, rail, & concrete
- 19 24' dirt crossing at 17.22 has wide gage & bad ties needs to be renewed with ties, rail, & Prefab
- 20 16' Private crossing at 17 60 needs to be renewed with ties, rail, & plank.
21. 16' Private crossing at 17.70 needs to be renewed with ties, rail, & plank.
- 22 32' Asphalt crossing at 18 25 needs to be renewed with ties, rail, & concrete.
- 23 16' Private crossing at 18.65 needs to be renewed with ties, rail, & plank.
- 24 48' asphalt crossing at 19.00 needs to be renewed with ties, rail, & concrete
25. 75# 1898 rail begins.Relay 4 35 track miles 20.90 to 25 25
26. Bad ties at 22 40
- 27 40' crossing at 23.10 asphalt over the rail, needs to be renewed with ties, rail, & concrete
28. 48' asphalt crossing at 25.25 needs to be renewed with ties, rail, & concrete

MP From	MP To	Tie Count	MP From	MP To	Tie Count
5 5	6	330	16	17	1760
6	7	928	17	18	1636
7	8	1028	18	19	1908
8	9	844	19	20	1852
9	10	1296	20	21	1700
10	11	924	21	22	1628
11	12	900	22	23	1597
12	13	796	23	24	1678
13	14	768	24	25	1648
14	15	504	25	25.25	407
29. 15	16	736	Total Ties		24,868

32.



33

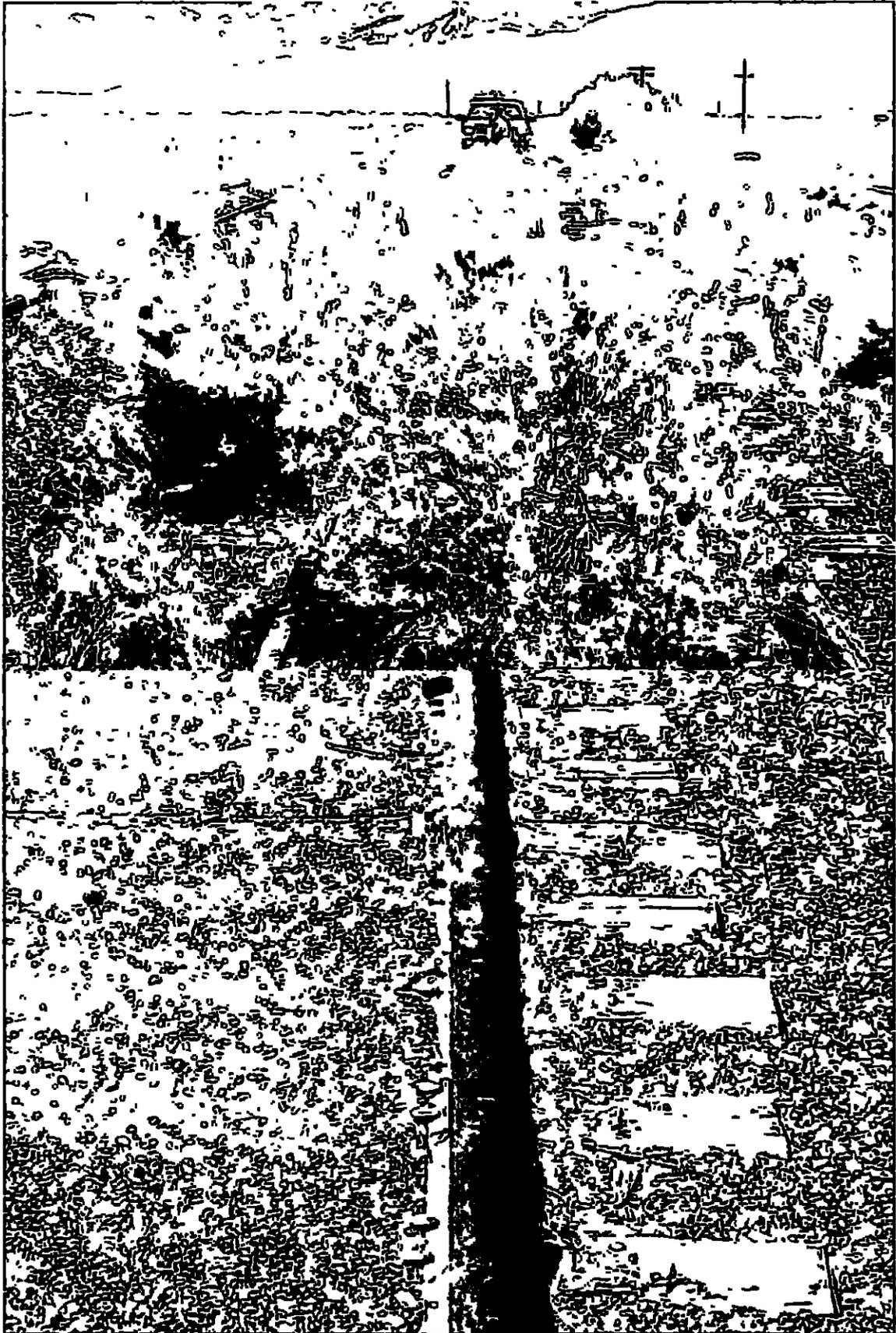




34



35

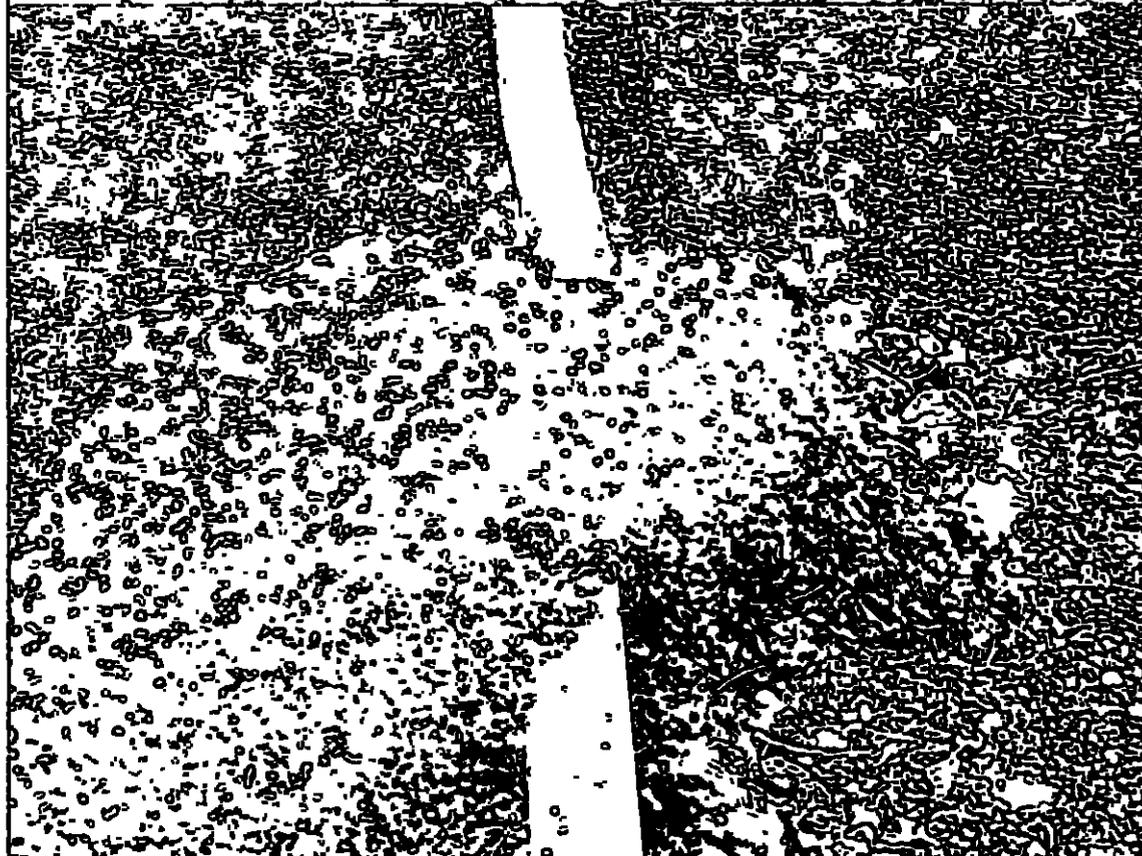


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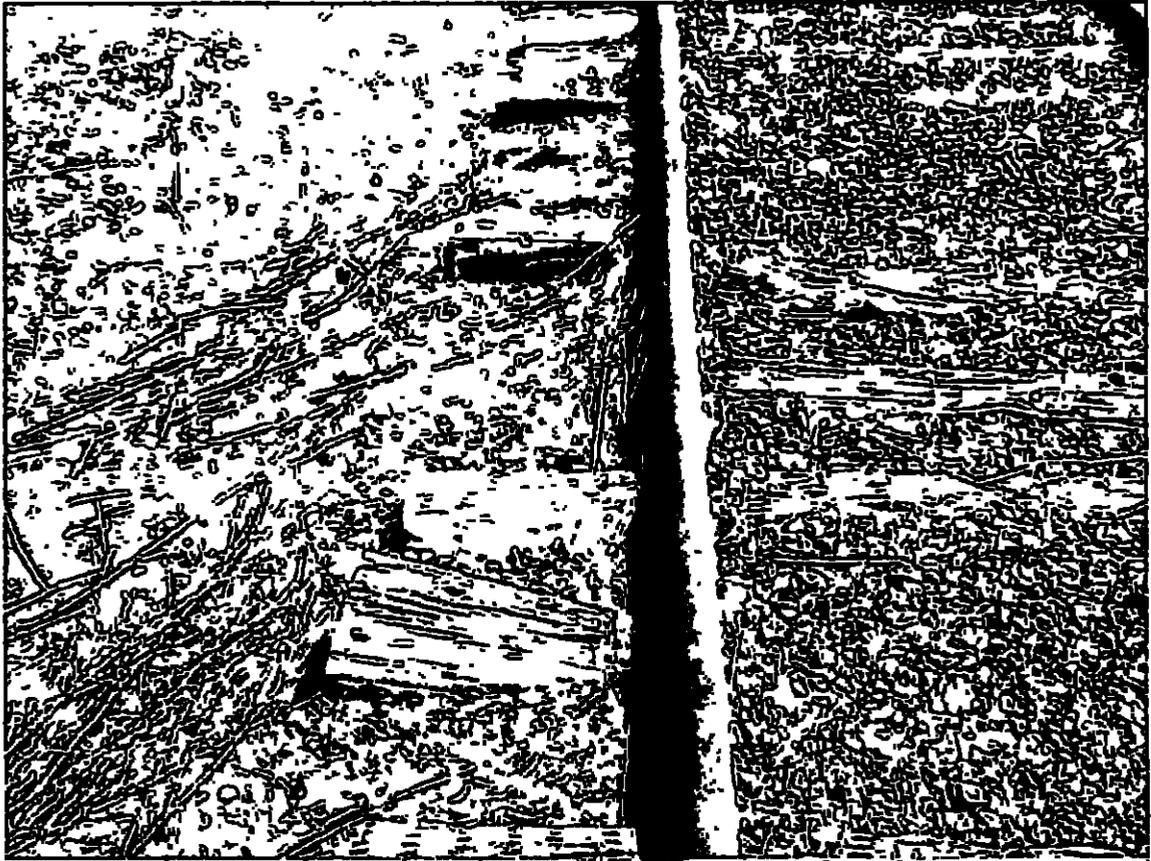
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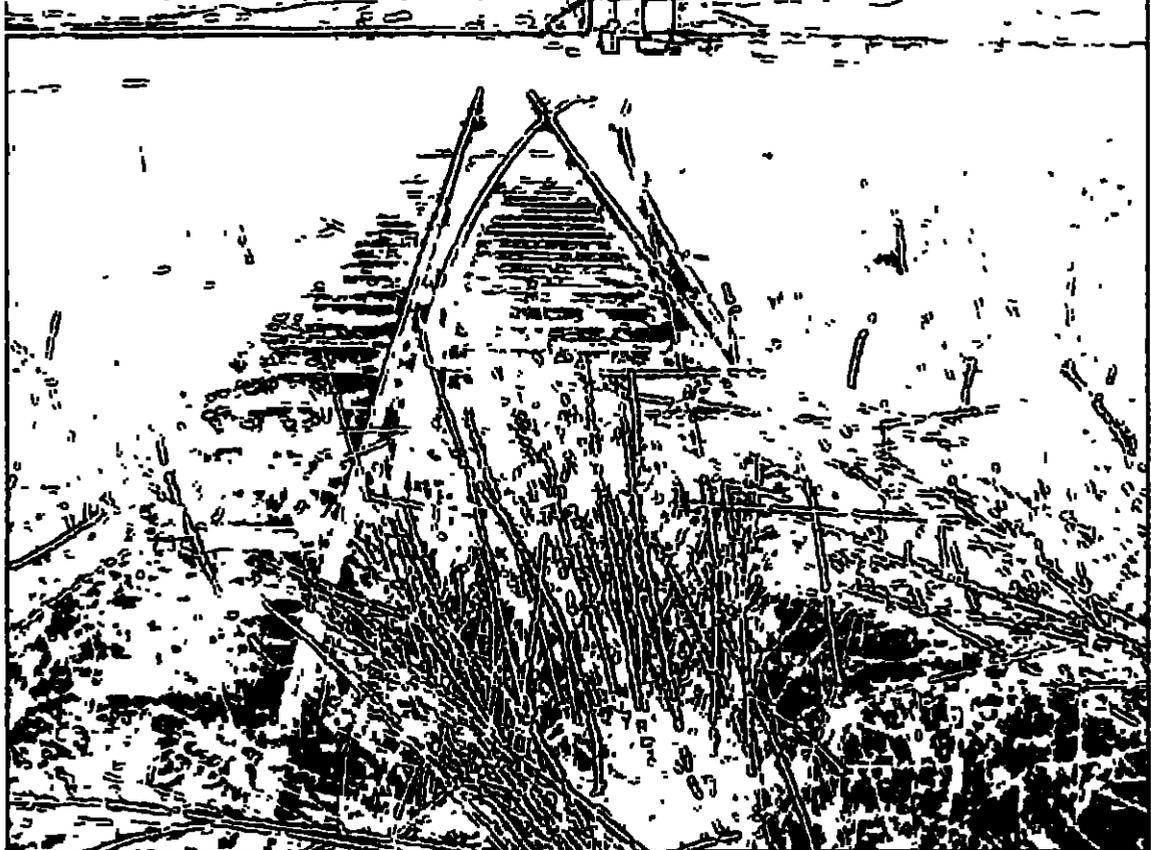
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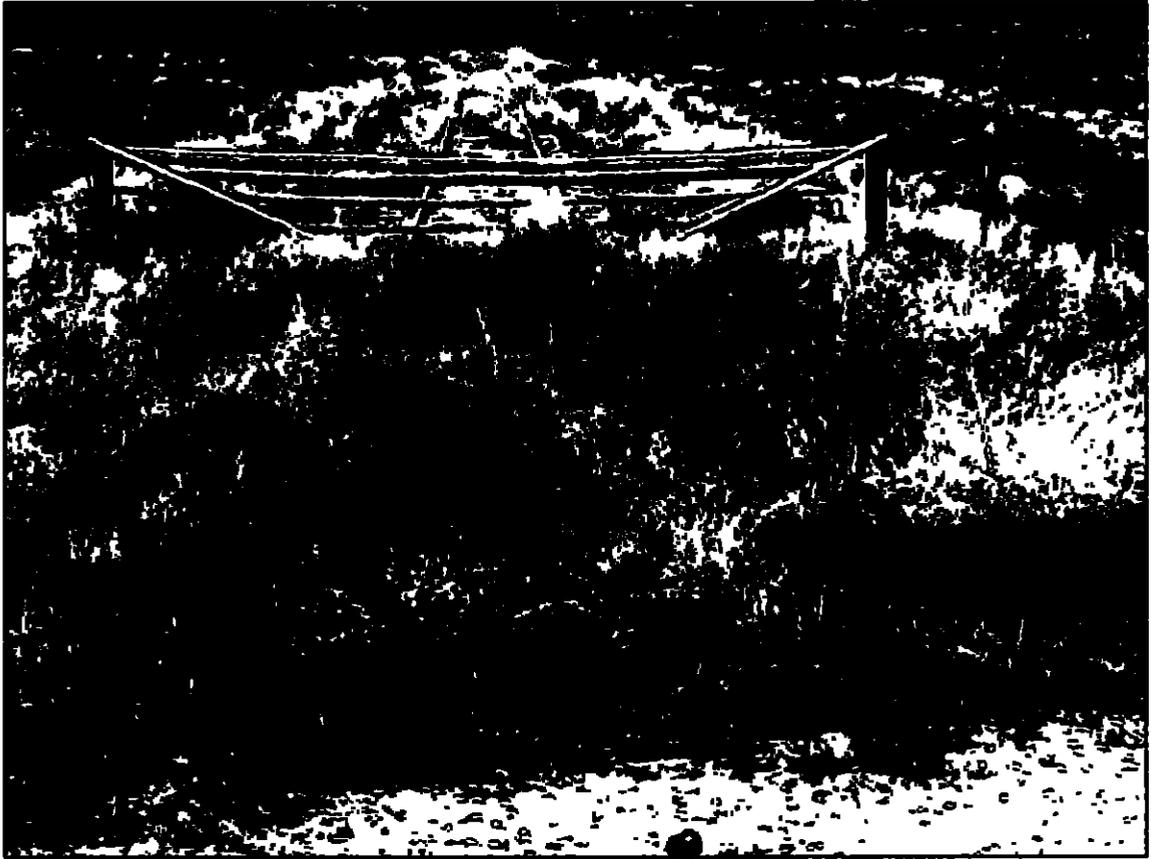
43



44



45



46.

EXHIBIT 2



MP 5 52 to 26 00
 MP 0 00 to 0 00

Equation: 20 48

ESTIMATED ANNUAL MAINTENANCE COST PER MILE FOR THE SEGMENT OF THE
 between M.P. 5.52 and M.P 26.00

CLASS 1 STANDARD

ROADWAY MAINTENANCE	QUANT.	UNIT	COST/UNIT	CYCLE OR LIFE	AVE COST PER MILE	FORECAST YEAR % DRI RATE	THE FORECAST TOTAL
PROGRAMMED TRACK MAINTENANCE:							
Replace Ties 270/mi ea 8 yrs	270	per mile					
Cross Ties 7 x 9 x 8' & Spikes	5,530	Each	\$38 50	8 yrs	\$1,299	1 01	\$1 312
Switch Ties (20% replacement)	214	Each	\$56 00	8 yrs	\$73	1 01	\$74
Replace cross ties	4 61	Days	\$22,500	8 yrs	\$633	1 02	\$639
Replace switch ties	10 70	Days	\$1,500	8 yrs	\$98	1 02	\$99
Company Service	725	Crew/Miles	\$9 00	8 yrs	\$40	1 02	\$40
Work Train Service	1 44	Days	\$1,000 00	8 yrs	\$9	1 02	\$9
Unload ties (Contract)	5,744	Each	\$0 50	8 yrs	\$18	1 02	\$18
Pick up & dispose of scrap ties (Contract)	5,744	Each	\$1 50	8 yrs	\$53	1 02	\$54
MSE	0 80	%			\$11		\$11
Sales Tax	4 00	%			\$55		\$55
					\$2,289		\$2,311
Surface and Line Track							
Ballast (5 cars/mile)	10,240	Ton	\$6 50	8 yrs	\$406	1 01	\$410
Unload Ballast	4	Days	\$2,000	8 yrs	\$50	1 02	\$51
Surface & Line Track	7	Days	\$10,000	8 yrs	\$417	1 02	\$421
Company Service	730	Crew/Miles	\$9 00	8 yrs	\$40	1 02	\$40
Work Train	4	Days	\$1,000 00	8 yrs	\$25	1 02	\$25
Sales Tax	4 00	%			\$16		\$16
					\$954		\$963
Road Crossings (45 Ea)							
Prefab crossings	94	Ft	\$70 00	15 yrs	\$21	1 01	\$21
Asphalt Crossings	258	Ft	\$85 00	15 yrs	\$71	1 01	\$72
Concrete Crossings	100	Ft	\$110 00	15 yrs	\$36	1 01	\$36
Gravel Crossing	100	Ft	\$10 00	20 yrs	\$2	1 01	\$2
Replace Road crossing material	46	Days	\$1,200	15 yrs	\$180	1 02	\$182
Flashing Lights	3	Pair	\$60 000	30 yrs	\$293	1 01	\$296
Install Flashing Lights	3	Pair	\$32,000	30 yrs	\$156	1 02	\$158
Crossbuck Signs	24	Each	\$110 00	20 yrs	\$6	1 01	\$6
Install Crossing Signs(X-bucks)	24	Each	\$70	20 yrs	\$4	1 02	\$4
Whistle Posts	27	Each	\$16 00	20 yrs	\$1	1 01	\$1
Install Whistle Post Signs	27	Each	\$70	20 yrs	\$5	1 02	\$5
MSE	0 80	%			\$1		\$1
Sales Tax	4 00	%			\$3		\$3
					\$779		\$786

NON-PROGRAM TRACK MAINTENANCE	COST	UNIT	QUANTITY	AVE. COST PER MILE	FORECAST YEAR % DRI RATE	THE FORECAST TOTAL
3 man Section Gang (Foreman & 2 Section:	\$750	/Day	34	\$1,255	1 02	\$1,268
Track Inspector (Inspect Weekly) (40 miles/	\$350	/Day	27	\$455	1 02	\$480
Signal Maintenance - Crossing Protection-L.	\$1,800	/Each	0	\$0	1 02	\$0
Signal Material	\$400	/Each	0	\$0	1 01	\$0
Rail Replacement 1 rail/3 miles	\$6 00	/LF	266	\$78	1 01	\$79
Vegetation Control	\$355 00	/Mile	20	\$355	1 02	\$359
Bridge Inspection	\$0 70	/LF	417	\$14	1 02	\$14
Bridge Maintenance	\$4 50	/LF	417	\$92	1 02	\$93
Bridge Material	\$4 50	/LF	417	\$92	1 02	\$93
MSE			0 80 %	\$1		\$1
Sales Tax			4 00 %	\$7		\$7
				<u>\$2,349</u>		<u>\$2,374</u>

NORMALIZED MAINTENANCE COST PER MILE PER YEAI = \$6,371 \$6,434

TOTAL NORMALIZED MAINTENANCE COST PER YEAR = \$130,468 \$131,768

700007

EXHIBIT 3



Rehab Work	Unit	Tot. Units	Cost / unit	Total	Type
Vegetation Control	Acres	59 5968	\$250 00	\$14,899.20	
Road Crossings	Trk Foot	548	\$850 00	\$465,800 00	
Wood Ties (New)	Each	24868	95 25	\$2,368,677 00	
Switch Ties (New)	Each	105	1650	\$173,250 00	
Switch Points	Each	7	\$500 00	\$3,500.00	85# Rail
Stock Rail	Each	7	\$500 00	\$3,500 00	85# Rail
Frog	Each	1	\$5,000 00	\$5,000 00	85# Rail
Rail (Curve)	Trk. Mile	0 68	\$285,000 00	\$194,976 70	85# Rail
Rail Relay	Trk Mile	0 96	\$150,000 00	\$144,329.55	85# Rail
Rail Repalace	Trk Mile	4 35	\$150,000 00	\$652,500 00	75# Rail, needs heavier rail
Surface & Line	Trk Mile	20 48	\$15,000 00	\$307,200.00	
				\$4,333,632.45	

APPENDIX D



Verified Statement

Of

Hans Matthiessen

My name is Hans Matthiessen. I am a Senior Project Manager of Economic Research and Analysis for Union Pacific Railroad Company (UP) with an office address of 1400 Douglas Street, Omaha, Nebraska 68179. I hold a Bachelor of Science degree in Business Administration from Iowa State University. I was employed by Chicago & North Western Transportation Company (C&NW) from 1969 to 1995. I began my employment with UP in 1995, after the merger of C&NW into UP. My present responsibilities include regulatory planning and analysis. I held a similar position at C&NW during the period of 1989-1995.

The purpose of this statement is to provide information regarding the financial results of UP's operation over that portion of the Elberta Line known as the Tintic Industrial Lead. The Tintic Industrial Lead is that portion of the Elberta Line between Milepost 5.52 near Spanish Fork and Milepost 26.00 near Elberta, Utah. The analysis does not include any cost for the track which makes up the Elberta Line that is not needed to serve Deseret Grain, specifically, the Goshen Valley Branch from milepost 0.00 to milepost 3.80, the Iron King Branch from milepost 0.00 to milepost 2.15, and the West Tintic Industrial Lead from milepost 26.00 to 27.57. I also explain how revenues and on-branch and off-branch cost components included in the financial exhibit were developed.

The work papers which I used to develop revenues and avoidable costs for Exhibit 1 attached to this verified statement are being filed in a separate volume as work papers numbered 0001 through 0131.

Exhibit 1 - Summary - Revenue and Cost Data

Exhibit 1 is an exhibit reflecting the revenue, cost and subsidy data for the portion of the Elberta Line known as the Tintic Industrial Lead between milepost 5.52 and milepost 26.00 for the base year ending May 31, 2007 and the forecast year from September 1, 2007 through August 31, 2008. Exhibit 1 is prepared in accordance with 49 C.F.R. § 1152.31 -.34. I utilized 2006 STB Annual Reports (R1) (work papers 0001-0017) as well as the 2005 Uniform Railroad Costing System (URCS) (work papers 0018-0028) in making the exhibit. The base and forecast years' on-branch and off-branch expenses reflect the use of Global Insight's latest Producer Price Index ("PPI") for Finished Goods less Food and Energy (work paper 0029-0034). Below is an explanation of each line item of Exhibit 1.

A. Revenues - Exhibit 1

Line 1 on page 1 represents the total system revenues earned by UP for hauling traffic that originates or terminates on the Tintic Industrial Lead (work papers 0035-0055). I have shown the base and forecast years' revenue for all carloads including the fuel surcharge program in place at the time, broken down by origin/destination pairs and showing any absorbed switching charge that reduces the per carload revenue. Line 2 represents revenue earned from bridge traffic on the Tintic Industrial Lead. Since there is no bridge traffic, the revenue earned therefrom is zero. Line 3 represents all other revenue earned by UP on the Tintic Industrial Lead. Line 4 is the total revenue attributable to the Tintic Industrial Lead and is the sum of lines 1 through 3.

B. Avoidable Costs (Operations) - Exhibit 1

Lines 5(a) through 5(k) on page 1 represent the on-branch costs for operating the Tintic Industrial Lead. In the base year, a three person crew (local LJL41) out of Provo, Utah made ten round trips to deliver and pick up the 172 cars of corn and wheat using two 3,000 horsepower locomotives. The grain moved in multiple carload movements of between 6 – 19 carloads at a time, with only one single car movement of 5 carloads. The ten round trips incurred 100 locomotive on-branch hours and 819 locomotive on-branch miles. There were four hours of avoidable crew overtime cost when LJL41 had to serve the Tintic Industrial Lead. The base year has actual avoidable crew wages without fringe benefits of \$8,000.

The forecast year reflects the use of a three person crew providing twice a week service using two 3,000 horsepower locomotives. There are 212 multiple carload movements of between 19 – 20 carloads at a time and 136 single carload movements, for a total of 348 carloads for the forecast year. The 104 round trips needed to serve the Tintic Industrial Lead will incur 520 locomotive on-branch hours and 4,260 locomotive on-branch miles. The forecast year has \$41,600 in avoidable crew wages without fringe benefits (work papers 0056-0058).

Maintenance of Way and Structures costs for the base year and forecast year are based on normalized maintenance levels necessary to keep the Tintic Industrial Lead at Class I standards for the long term (work papers 0059-0060) and is computed in the accompanying Verified Statement of Abdollah Ghazai.

Maintenance of Equipment costs (work papers 0101-0107) includes locomotive repair and maintenance and depreciation costs allocated to the Tintic Industrial Lead by on-branch locomotive hours and miles. For the forecast year, locomotive repair and maintenance is \$3,660 and locomotive depreciation is \$3,090.

Transportation costs (Line 5c) are crew wages, locomotive fuel, train inspection

and supplies, and locomotive servicing. These costs are allocated to the Tintic Industrial Lead based on on-branch avoidable crew wages, locomotive hours and miles (work papers 0056-0058). I developed an avoidable crew wages per trip, based on the 5 hours required to serve the Tintic Industrial Lead, of which only 4 hours of overtime would be avoidable. The following is a breakdown of the on-branch transportation costs of \$201,533 for the forecast year:

Avoidable Crew Wages	\$58,138
Train Inspection Lubrication	7,007
Train Fuel	135,383
Locomotive Servicing	<u>1,005</u>
On-Branch Transportation Costs	<u>\$201,533</u>

Freight Car costs are calculated using unit costs developed in accordance with Surface Transportation Board regulations and URCS costing methodology (work papers 0108-0125). On-branch freight car cost non-ROI for the forecast year is \$24,361. Return on Value - Locomotives is based on the replacement cost of a rebuilt low horsepower locomotive at \$185,000. Return on Value - Freight Cars is based on the current replacement cost for railroad-owned cars which is either buying new or buying used and overhauling/rebuilding. The covered hopper car is based on new equipment of \$75,000.

Lines 6(a) and 6(b) on page 1 represent the off-branch costs for local or interline traffic which either originates or terminates on the Tintic Industrial Lead and was computed using URCS (work papers 0089-0097). Line 6(c) represents adjustments to URCS for multiple carloads train operations (work paper 0077). Line 6(d) represents the Make-Whole add-on costs calculated using the 2005 UP Manual Make-Whole data sheet and Appendix A work sheet. This cost represents only the off-branch portion.

Line 7 on page 1 is the total avoidable cost incurred in operating the Tintic Industrial Lead and is the sum of line 5 and line 6.

C. Avoidable Gain (Loss) from Operations - Exhibit 1

The total appearing immediately below line 7 on page 1 is the gain (loss) resulting from operation of the Tintic Industrial Lead excluding rehabilitation and return on value for road property. It is line 4 minus line 7. As shown on this line, UP's operation would result in a small operating gain of \$91,498 during the forecast year.

D. Subsidy Related Costs - Exhibit 1

Page 2 of Exhibit 1 shows estimated subsidy costs for the base year and forecast year.

Line 8 on page 2 is the rehabilitation expense necessary for the Tintic Industrial Lead. The only portion of the Elberta Line that requires rehabilitation in order for the Elberta Line to handle traffic to Deseret Grain is the Tintic Industrial Lead. The amount needed is provided in the accompanying verified statement of Abdollah Ghazai. UP would

require a \$4,333,632 investment to rehabilitate the Tintic Industrial Lead in order to operate over it. With the small operating gain of \$91,966 for the forecast year, this would not come close to UP's required hurdle level to invest in. The Net Present Value @ 15% return with an upfront investment of \$4,333,632 and a small annual cash flow of \$91,966 would be a negative \$2,968,000.

Line 9 on page 2 shows the administrative costs of \$13,929, that would be incurred by UP if the Tintic Industrial Lead were subsidized. It is computed by taking one percent of the total annual revenues attributable to the Tintic Industrial Lead in the estimated subsidy year. This method is authorized by 49 C.F.R. § 1152.32(k).

Line 10 on page 2 is the amount which would be necessary to obtain insurance equal to UP's uninsured liability and to pay for a proportionate share of system insurance costs. Since the cost of such an insurance policy depends on many factors which would not be known until a subsidy agreement has been reached, UP cannot provide an estimated cost at this time, and thus the line is left with a zero.

Line 11 on page 2 is the total subsidy costs for items listed on lines 8, 9 and 10. This total is included in the calculation of Estimated Subsidy Payment (line 19, page 2) discussed below.

E. Return on Value - Road Properties - Exhibit 1

Line 12 on page 2 represents the valuation of road properties to which the return element is applied. It is computed as prescribed in 49 C.F.R. § 1152.34(c). Allowable working capital of \$14,849 in forecast year is computed by taking 15/365 of the on-branch costs less depreciation and return. Income Tax Consequences and Net Liquidation Value are not provided because this application is for authority to discontinue service and not a full abandonment.

Line 13 on page 2 is the nominal rate of return which is applied to the valuation of road property (work paper 0062). The current rate is 18.4%.

Line 14 on page 2 is the return on value for road properties of \$2,732 and is computed by multiplying line 12 by line 13.

Line 15 on page 2 is the holding gain for road properties and is zero because this application is for a discontinuance and not an abandonment.

Line 16 on page 2 is the Total Return on Value and is line 14 minus line 15.

Line 17 on page 2 is the Avoidable Loss From Operations for the base year ending May 31, 2007 and the forecast year.

Line 18 on page 2 is the projected Total Avoidable Loss for the forecast year and is the total of the Avoidable Loss from Operations as shown on line 17 and the Total

Return on Value as shown on line 16. This line reflects the full economic cost to UP of operating the Tintic Industrial Lead, i.e., a \$89,234 gain in the forecast year.

F. Estimated Subsidy Payment - Exhibit 1

Line 19 on page 2 is the Estimated Subsidy Payment needed for the subsidy year and is the total of the Avoidable Loss from Operations as shown on line 17, the Total Return on Value as shown on line 16 and the Total Subsidization Cost as shown on line 11.

Summary

As shown in Exhibit 1, operation of the Tintic Industrial Lead between Mileposts 5.52 and 26.00 will result in a small total operating gain of \$91,966 in the forecast year. This gain is based on volumes and type of traffic that has not moved on the Tintic Industrial Lead in the past and at revenue rates that potential customers may not be willing to move the business on. The \$4.3 million investment to rehabilitate the Tintic Industrial Lead is not justified by the small operating gain UP may earn from the Tintic Industrial Lead. It is quite clear from the financial exhibits that the Tintic Industrial Lead, the only portion of the Elberta Line with any rail business, cannot be operated profitably. Continued operation of the Tintic Industrial Lead will result in a substantial financial drain on UP.

UNION PACIFIC RAILROAD COMPANY -
 COMPUTATION OF REVENUE ATTRIBUTABLE TO THE LINE, AVOIDABLE COSTS,
 AND REASONABLE RETURN ON THE VALUE OF THE LINE TO BE ABANDONED FOR
 Branch Name Elberta Industrial Lead (Tintic Branch)

EXHIBIT-1
 PAGE 1
 AB-33 (Sub No 709)

Base Year June 2006 - May 2007
 Forecast Year September 2007 - August 2008

	Base Year	Forecast Year
Revenue for		
1 Freight Originated and/or Terminated On-Branch	\$553,259	\$1,392,891
2 Bridge Traffic	0	0
3 All Other Revenue and Income	0	0
4 Total Revenue Attributable (L 1+L 2+L 3)	\$553,259	\$1,392,891
Avoidable Costs for		
5 On-Branch Costs (Lines 5a-5k)		
a Maintenance of Way & Structures Costs	\$130,468	\$131,768
b Maintenance of Equipment	1,280	6,749
c Transportation	38,436	201,533
d General Administrative	0	0
e Deadheading, Taxi and Hotel	0	0
f Overhead Movement/Other	0	0
g Freight Car Cost - Non POI	11,823	24,361
h ROI Expense Freight Cars	16,499	33,381
i ROI Expense Locomotives	1,435	5,635
j Revenue Taxes	0	0
k Property Taxes	0	0
	\$199,941	\$403,427
6 a Off-Branch Costs Excluding Freight Car ROI	\$295,058	\$652,894
b Off-Branch Freight Car ROI Costs	85,062	181,627
c Off-Branch URCS Multiple Car Adjustment	(5,826)	(7,800)
d Make Whole Adjustment Off Branch	3,761	70,777
Total Off-Branch Costs (L 5a+6b+6c+6d)	\$378,055	\$897,498
7 Total On & Off-Branch Avoidable Costs (L 5+L 6)	\$577,996	\$1,300,925
Avoidable Gain or (Loss) from Operations (L 4-L 7)	(\$24,737)	\$91,966

UNION PACIFIC RAILROAD COMPANY -
 COMPUTATION OF REVENUE ATTRIBUTABLE TO THE LINE, AVOIDABLE COSTS,
 AND REASONABLE RETURN ON THE VALUE OF THE LINE TO BE ABANDONED FOR
 Branch Name Elberta Industrial Lead (Tintic Branch)

EXHIBIT-1
 PAGE 2
 AB-33 (Sub No 209)

Base Year June 2006 - May 2007
 Forecast Year September 2007 - August 2008

	<u>Base</u> <u>Year</u>	<u>Forecast</u> <u>Year</u>
Subsidization Costs For		
8 Rehabilitation	\$0	\$4,333,632
9 Administrative Costs (Subsidy Year only)	5,533	13,929
10 Casualty Reserve Account	<u>0</u>	<u>0</u>
11 Total Subsidization Cost (L 8+L 9+L 10)	\$5,533	\$4,347,561
Return on Value		
12 Valuation of Road Property		
a Working Capital	\$7,455	\$14,849
b Income Tax Consequences	0	0
c Net Liquidation Value (Track, Bridges & Land)	<u>0</u>	<u>0</u>
Total Valuation of Property (L 12 a+b+c)	\$7,455	\$14,849
13 Nominal Rate of Return	<u>0.184</u>	<u>0.184</u>
14 Nominal Return on Value (L 12*L 13)	\$1,372	\$2,732
15 Holding Gain or (Loss) (L12 c Col a - Col.b)	\$0	\$0
16 Total Return on Value (L 14-L 15)	\$1,372	\$2,732
17 Avoidable Gain or (Loss) from Operations (L 4-L 7)	(\$24,737)	\$91,966
18 Estimated Forecast Year Loss (L 4-L 7-L.16)	<u>(\$26,109)</u>	<u>\$89,234</u>
19 Estimated Subsidy Payment (L 4-L 7-L 11-L 16)	(\$31,642)	(\$4,258,327)

**ELBERTA INDUSTRIAL LEAD
ABANDONMENT AB-33 (SUB-NO. 209)**

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2006 Union Pacific R-1 Data

410 RAILWAY OPERATING EXPENSES
(Dollars in Thousands)

State the railway operating expenses on respondent's road for the year, classifying them in accordance with the Uniform System of Accounts for Railroad Companies, and allocate the common operating expenses in accordance with the Board's rules governing the separation of such expenses between freight and passenger services.

Line No.	Cross Check	Name of railway operating expense account (a)	Salaries and Wages (b)	Material, tools, supplies, fuels and lubricants (c)	Purchased Services (d)	General (e)	Total Freight Expense (f)	Passenger (g)	Total (h)	Line No.
1		WAY AND STRUCTURES								
		ADMINISTRATION								
1		Track	21,202	6,245	3,005	4,752	35,204	1,024	36,228	1
2		Bridge & Building	3,426	1,309	975	602	6,312	726	7,038	2
3		Signal	9,632	3,284	1,059	1,390	15,365	791	16,156	3
4		Communication	2,820	41	855	268	3,984	68	4,052	4
5		Other	8,425	422	103	1,450	10,400	830	11,230	5
		REPAIR AND MAINTENANCE								
6		Roadway - Running	14,040	1,218	27,261	83	42,612	1,550	44,162	6
7		Roadway - Switching	4,537	322	8,128	23	13,010	0	13,010	7
8		Tunnels and Subways - Running	73	0	2,836	0	3,009	29	3,038	8
9		Tunnels and Subways - Switching	22	0	882	0	904	0	904	9
10		Bridges - Culverts - Running	17,780	4,460	77	3,706	26,003	1,080	27,083	10
11		Bridges - Culverts - Switching	5,569	1,725	23	1,192	8,509	0	8,509	11
12		Ties - Running	4,938	3,718	143	1,165	9,964	1,199	11,163	12
13		Ties - Switching	1,543	2,277	57	443	4,320	0	4,320	13
14		Rail & Other Track Material - Running	88,170	23,396	4,105	6,926	122,598	3,689	126,287	14
15		Rail & Other Track Material - Switching	26,737	9,282	1,930	2,231	40,180	10	40,190	15
16		Balleast - Running	59	61	61	0	181	53	234	16
17		Balleast - Switching	18	31	18	0	67	0	67	17
18		Road Property Damaged - Running	544	0	354	0	898	9	907	18
19		Road Property Damaged - Switching	154	0	103	0	257	4	261	19
20		Road Property Damaged - Other	46	0	31	0	77	0	77	20
21		Signal & Interlockers-Running	44,421	11,104	7,048	1,792	64,365	4,327	68,692	21
22		Signal & Interlockers-Switching	13,749	3,775	470	517	18,511	0	18,511	22
23		Communications Systems	23,172	10,938	2,533	1,131	37,674	91	37,765	23
24		Power Systems	1,903	0	0	0	1,903	367	2,270	24
25		Highway Grade Crossing - Running	10,616	168	2,836	0	13,620	775	14,395	25
26		Highway Grade Crossing - Switching	0	0	0	0	0	0	0	26
27		Station & Office Buildings	3,357	6,646	14,403	270	24,676	2,811	27,487	27
28		Shop Buildings - Locomotives	12,434	0	1,407	0	13,841	149	13,990	28
29		Shop Buildings - Freight Cars	155	0	671	0	826	0	826	29
30		Shop Buildings - Other Equipment	0	65	37	0	102	0	102	30

410. RAILWAY OPERATING EXPENSES - Continued
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		REPAIR AND MAINTENANCE - (Continued)								
101		Locomotive Servicing Facilities	648	500	2,752	38	3,934	101	4,035	101
102		Miscellaneous Buildings & Structures	2,059	573	282	22	2,916	984	3,900	102
103		Coal Terminals	0	0	0	0	0	0	0	103
104		Ore Terminals	0	0	0	0	0	0	0	104
105		Other Marine Terminals	0	0	0	0	0	0	0	105
106		TOFC/COFC-Terminals	0	0	25,229	0	25,228	0	25,229	106
107		Motor Vehicle Loading & Distribution Facilities	0	0	0	0	0	0	0	107
108		Facilities for Other Specialized Service Operations	0	0	0	0	0	0	0	108
109		Roadway Machines	13,435	4,815	2,782	2,237	23,269	1,143	24,412	109
110		Small Tools and Supplies	0	0	0	0	0	0	0	110
111		Snow Removal	660	3,385	1,703	0	5,758	833	6,591	111
112		Fringe Benefits - Running	N/A	N/A	N/A	74,019	74,019	4,104	78,123	112
113		Fringe Benefits - Switching	N/A	N/A	N/A	16,480	16,480	270	16,750	113
114		Fringe Benefits - Other	N/A	N/A	N/A	47,936	47,936	520	48,456	114
115		Casualties & Insurance - Running	N/A	N/A	N/A	23,317	23,317	20	23,337	115
116		Casualties & Insurance - Switching	N/A	N/A	N/A	6,035	6,035	0	6,035	116
117		Casualties & Insurance - Other	N/A	N/A	N/A	8,727	8,727	0	8,727	117
118		Lease Rentals - Debit - Running	N/A	N/A	3,325	N/A	3,325	0	3,325	118
119		Lease Rentals - Debit - Switching	N/A	N/A	0	N/A	0	0	0	119
120		Lease Rentals - Debit - Other	N/A	N/A	44,654	N/A	44,654	369	45,023	120
121		Lease Rentals - (Credit) - Running	N/A	N/A	0	N/A	0	0	0	121
122		Lease Rentals - (Credit) - Switching	N/A	N/A	0	N/A	0	0	0	122
123		Lease Rentals - (Credit) - Other	N/A	N/A	0	N/A	0	0	0	123
124		Joint Facility Rent - Debit - Running	N/A	N/A	24,353	N/A	24,353	0	24,353	124
125		Joint Facility Rent - Debit - Switching	N/A	N/A	516	N/A	516	0	516	125
126		Joint Facility Rent - Debit - Other	N/A	N/A	83	N/A	83	0	83	126
127		Joint Facility Rent - (Credit) - Running	N/A	N/A	(9,418)	N/A	(9,418)	0	(9,418)	127
128		Joint Facility Rent - (Credit) - Switching	N/A	N/A	(109)	N/A	(109)	0	(109)	128
129		Joint Facility Rent - (Credit) - Other	N/A	N/A	(52)	N/A	(52)	0	(52)	129
130		Other Rents - Debit - Running	N/A	N/A	0	N/A	0	0	0	130
131		Other Rents - Debit - Switching	N/A	N/A	0	N/A	0	0	0	131
132		Other Rents - Debit - Other	N/A	N/A	3	N/A	3	0	3	132
133		Other Rents - (Credit) - Running	N/A	N/A	0	N/A	0	0	0	133

410. RAILWAY OPERATING EXPENSES - Continued
(Dollars in Thousands)

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Line No	Cross Check	Name of railway operating expense account (g)	Salaries and Wages (b)	Material, tools, supplies, fuels and lubricants (c)	Purchased Services (d)	General (e)	Total Freight Expense (f)	Passenger (g)	Total (h)	Line No.
134		REPAIR AND MAINTENANCE - (Continued)								
135		Other Rents - (Credit) - Switching	N/A	N/A	0	N/A	0	0	0	134
136		Other Rents - (Credit) - Other	N/A	N/A	0	N/A	0	0	0	135
137		Depreciation - Running	N/A	N/A	N/A	753,522	753,522	1,877	755,399	136
138		Depreciation - Switching	N/A	N/A	N/A	223,504	223,504	0	223,504	137
139		Depreciation - Other	N/A	N/A	N/A	54,766	54,766	0	54,766	138
140		Joint Facility - Debit - Running	N/A	N/A	73,822	N/A	73,822	117	73,739	139
141		Joint Facility - Debit - Switching	N/A	N/A	10,616	N/A	10,616	0	10,616	140
142		Joint Facility - Debit - Other	N/A	N/A	308	N/A	308	0	308	141
143		Joint Facility - (Credit) - Running	N/A	N/A	(30,393)	N/A	(30,393)	0	(30,393)	142
144		Joint Facility - (Credit) - Switching	N/A	N/A	(3)	N/A	(3)	0	(3)	143
145		Joint Facility - (Credit) - Other	N/A	N/A	0	N/A	0	0	0	144
146		Dismantling Retired Road Property - Running	0	0	0	0	0	0	0	145
147		Dismantling Retired Road Property - Switching	0	0	0	0	0	0	0	146
148		Dismantling Retired Road Property - Other	0	0	24	0	24	0	24	147
149		Other - Running	0	0	0	0	0	0	0	148
150		Other - Switching	0	0	0	0	0	0	0	149
151		Other - Other	357	374	3	934	1,668	0	1,668	150
		TOTAL WAY & STRUCTURE	336,679	100,044	231,772	1,239,488	1,907,981	29,920	1,937,901	151
		EQUIPMENT - LOCOMOTIVES								
201		Administration	9,385	611	6,947	2,159	19,102	347	19,449	201
202		Repair & Maintenance	185,487	276,155	168,862	3,768	614,090	4,058	618,148	202
203		Machinery Repair	0	2,283	2,193	0	4,476	0	4,476	203
204		Equipment Damaged	176	159	311	2	648	0	648	204
205		Fringe Benefits	N/A	N/A	N/A	73,131	73,131	1,636	74,767	205
206		Other Casualties and Insurance	N/A	N/A	N/A	19,994	19,994	4	19,998	206
207		Lease Rentals - Debit	N/A	N/A	365,984	N/A	365,984	0	365,984	207
208		Lease Rentals - (Credit)	N/A	N/A	0	N/A	0	0	0	208
209		Joint Facility Rent - Debit	N/A	N/A	34	N/A	34	0	34	209
210		Joint Facility Rent - (Credit)	N/A	N/A	0	N/A	0	0	0	210
211		Other Rents - Debit	N/A	N/A	1,321	N/A	1,321	0	1,321	211
212		Other Rents - (Credit)	N/A	N/A	(1,013)	N/A	(1,013)	0	(1,013)	212
213		Depreciation	N/A	N/A	N/A	230,034	230,034	31	230,065	213
214		Joint Facility - Debit	N/A	N/A	15	N/A	15	0	15	214
215		Joint Facility - (Credit)	N/A	N/A	0	N/A	0	0	0	215
216		Repairs Billed to Others - (Credit)	N/A	N/A	0	N/A	0	0	0	216

410. RAILWAY OPERATING EXPENSES - Continued
(Dollars in Thousands)

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217		LOCOMOTIVES - (Continued)	0	0	0	0	0	0	0	217
218		Dismantling Retired Property	1,270	1	1,023	194	2,488	1	2,489	218
219		TOTAL LOCOMOTIVES	176,318	279,209	545,497	329,280	1,330,304	6,077	1,336,381	219
		FREIGHT CARS								
220		Administration	5,691	175	2,565	651	9,082	N/A	9,082	220
221		Repair & Maintenance	144,530	250,116	116,344	4,875	515,865	N/A	515,865	221
222		Machinery Repair	0	2,728	2,662	0	5,390	N/A	5,390	222
223		Equipment Damaged	0	0	0	0	0	N/A	0	223
224		Fringe Benefits	N/A	N/A	N/A	62,274	62,274	N/A	62,274	224
225		Other Casualties & Insurance	N/A	N/A	N/A	41,950	41,950	N/A	41,950	225
226		Lease Rentals - Debit	N/A	N/A	241,740	N/A	241,740	N/A	241,740	226
227		Lease Rentals - (Credit)	N/A	N/A	(2,558)	N/A	(2,558)	N/A	(2,558)	227
228		Joint Facility Rent - Debit	N/A	N/A	0	N/A	0	N/A	0	228
229		Joint Facility Rent - (Credit)	N/A	N/A	0	N/A	0	N/A	0	229
230		Other Rents - Debit	N/A	N/A	840,020	N/A	840,020	N/A	840,020	230
231		Other Rents - (Credit)	N/A	N/A	(189,441)	N/A	(189,441)	N/A	(189,441)	231
232		Depreciation	N/A	N/A	N/A	84,348	84,348	N/A	84,348	232
233		Joint Facility - Debit	N/A	N/A	0	N/A	0	N/A	0	233
234		Joint Facility - (Credit)	N/A	N/A	0	N/A	0	N/A	0	234
235		Repairs Billed Other - (Credit)	N/A	N/A	(237,093)	N/A	(237,093)	N/A	(237,093)	235
236		Dismantling Retired Property	0	0	0	0	0	N/A	0	236
237		Others	0	0	9	0	9	N/A	9	237
238		TOTAL FREIGHT CARS	150,221	253,019	774,248	194,098	1,371,586	N/A	1,371,586	238
		OTHER EQUIPMENT								
301		Administration	0	0	0	0	0	185	185	301
		Repair and Maintenance								
302		Truck, Trailers & Containers - Revenue Service	285	6,855	26,821	75	34,036	N/A	34,036	302
303		Floating Equipment - Revenue Services	0	0	0	0	0	N/A	0	303
304		Passenger & Other Revenue Equipment	1,277	0	0	0	1,277	13,007	14,284	304
305		Computers & Data Process Systems	0	6,434	27,866	0	34,300	57	34,357	305
306		Machinery	0	493	150	0	643	14	657	306
307		Work & Other Nonrevenue Equipment	0	2,693	30,319	0	33,012	729	33,741	307
308		Equipment Damaged	0	0	55	0	55	0	55	308
309		Fringe Benefits	N/A	N/A	N/A	725	725	4,380	5,105	309
310		Other Casualties & Insurance	N/A	N/A	N/A	316	316	5	321	310
311		Lease Rentals - Debit	N/A	N/A	108,353	N/A	108,353	1,191	109,544	311
312		Lease Rentals - (Credit)	N/A	N/A	(2,437)	N/A	(2,437)	0	(2,437)	312

410. RAILWAY OPERATING EXPENSES - Continued
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		OTHER EQUIPMENT - (Continued)								
313		Joint Facility Rent - Debit	N/A	N/A	0	N/A	0	0	0	313
314		Joint Facility Rent - (Credit)	N/A	N/A	0	N/A	0	0	0	314
315		Other Rents - Debit	N/A	N/A	34,680	N/A	34,680	0	34,680	315
316		Other Rents - (Credit)	N/A	N/A	0	N/A	0	0	0	316
317		Depreciation	N/A	N/A	0	50,885	50,885	134	51,019	317
318		Joint Facility - Debit	N/A	N/A	4,385	N/A	4,385	0	4,385	318
319		Joint Facility - (Credit)	N/A	N/A	0	N/A	0	0	0	319
320		Repairs Billed Other - (Credit)	N/A	N/A	(12,572)	N/A	(12,572)	0	(12,572)	320
321		Dismantling Retired Equipment	0	0	0	0	0	0	0	321
322		Other	162	8	6,666	6,050	12,886	7	12,893	322
323		TOTAL OTHER EQUIPMENT	1,724	16,483	224,286	58,051	300,554	19,689	320,243	323
324		TOTAL EQUIPMENT	328,263	548,711	1,544,041	581,428	3,002,443	25,768	3,028,209	324
		TRANSPORTATION								
		TRAIN OPERATIONS								
401		Administration	44,370	4,710	12,028	3,670	64,778	3,290	68,068	401
402		Engine Crews	711,866	1,219	6,956	122,837	842,578	6,073	848,651	402
403		Train Crews	611,087	236	65	129	611,497	14,188	625,685	403
404		Dispatching Trains	57,690	222	3,040	796	61,748	493	62,241	404
405		Operating Signal & Interlockers	1	0	3,545	0	3,546	24	3,570	405
406		Operating Drawbridges	0	0	0	0	0	0	0	406
407		Highway Crossing Protection	0	0	1,841	0	1,841	0	1,841	407
408		Train Inspection & Lubricants	65,798	47,572	708	3,884	117,960	56	118,016	408
409		Locomotive Fuel	0	2,507,294	0	0	2,507,294	19,785	2,527,089	409
410		Electric Power Purchased or Produced for Motive Power	0	0	0	0	0	0	0	410
411		Servicing Locomotives	72,453	7,055	4,841	27	84,376	2,188	86,564	411
412		Freight Lost or Damaged	N/A	N/A	N/A	0	0	0	0	412
413		Cleaning Wrecks	1,867	123	25,155	0	27,145	0	27,145	413
414		Fringe Benefits	N/A	N/A	N/A	566,854	566,854	7,958	574,812	414
415		Other Casualties & Insurance	N/A	N/A	N/A	133,710	133,710	2,685	136,395	415
416		Joint Facility - Debit	N/A	N/A	90,724	N/A	90,724	0	90,724	416
417		Joint Facility - (Credit)	N/A	N/A	(98,957)	N/A	(98,957)	0	(98,957)	417
418		Other	40,547	366	5,511	6,417	52,841	192	53,033	418
419		TOTAL TRAIN OPERATIONS	1,605,657	2,568,797	57,155	838,124	5,089,733	56,942	5,126,675	419
		YARD OPERATIONS								
420		Administration	13,957	2,135	14,822	1,118	32,032	0	32,032	420
421		Switch Crews	274,270	2,809	4,901	51,082	333,062	1,478	334,540	421

410. RAILWAY OPERATING EXPENSES - Continued
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422		YARD OPERATIONS - (Continued)								
		Controlling Operations	36,044	0	0	0	36,044	1,134	37,178	422
423		Yard & Terminal Clerical	16,656	588	29	189	17,662	611	18,273	423
424		Operating Switches, Signals, Retarders & Humps	100	1	2,762	0	2,863	121	2,984	424
425		Locomotive Fuel	0	306,531	0	0	306,531	0	306,531	425
426		Electric Power Purchased or Produced for Motive Power	0	0	0	0	0	0	0	426
427		Servicing Locomotives	0	0	0	0	0	0	0	427
428		Freight Lost or Damaged - Solely Related	N/A	N/A	N/A	0	0	0	0	428
429		Cleaning Wrecks	0	0	0	0	0	35	35	429
430		Fringe Benefits	N/A	N/A	N/A	120,401	120,401	1,154	121,555	430
431		Other Casualties & Insurance	N/A	N/A	N/A	30,404	30,404	0	30,404	431
432		Joint Facility - Debit	N/A	N/A	30,520	N/A	30,520	0	30,520	432
433		Joint Facility - (Credit)	N/A	N/A	(1,497)	N/A	(1,497)	0	(1,497)	433
434		Other	0	0	0	0	0	0	0	434
435		TOTAL YARD OPERATION	341,227	312,064	51,537	203,194	908,022	4,533	912,555	435
501		TRAIN & YARD OPERATIONS COMMON								
		Cleaning Car Interiors	0	0	4,073	N/A	4,073	4,403	8,476	501
502		Adjusting & Transforming Loads	52	0	6,479	N/A	6,531	N/A	6,531	502
503		Car Loading Devices & Grain Doors	16	28	28,930	N/A	28,974	N/A	28,974	503
504		Freight Loss or Damaged - All Other	N/A	N/A	N/A	35,140	35,140	0	35,140	504
505		Fringe Benefits	N/A	N/A	N/A	32	32	0	32	505
506		TOTAL TRAIN & YARD OPERATIONS COMMON	68	28	39,482	35,172	74,750	4,403	79,153	506
507		SPECIALIZED SERVICE OPERATIONS								
		Administration	7,041	411	1,467	248	9,167	N/A	9,167	507
508		Picking & Delivery & Marine Line Haul	0	0	36,918	0	36,918	N/A	36,918	508
509		Loading & Unloading Local Manne	17,714	881	150,810	1,134	170,339	N/A	170,339	509
510		Protective Services	0	0	11	0	11	N/A	11	510
511		Freight Loss or Damaged - Solely Related	N/A	N/A	N/A	0	0	N/A	0	511
512		Fringe Benefits	N/A	N/A	N/A	9,418	9,418	N/A	9,418	512
513		Casualties & Insurance	N/A	N/A	N/A	1,806	1,806	N/A	1,806	513
514		Joint Facility - Debit	N/A	N/A	0	N/A	0	N/A	0	514
515		Joint Facility - (Credit)	N/A	N/A	0	N/A	0	N/A	0	515
516		Others	2,119	213	238	105	2,675	N/A	2,675	516
517		TOTAL SPECIALIZED SERVICES OPERATIONS	26,874	1,505	189,244	12,711	230,334	N/A	230,334	517

410. RAILWAY OPERATING EXPENSES - Continued
(Dollars in Thousands)

State the railway operating expenses on respondent's road for the year, classifying them in accordance with the Uniform System of Accounts for Railroad Companies, and allocate the common operating expenses in accordance with the Board's rules governing the separation of such expenses between freight and passenger services.

Line No.	Cross Check	Name of railway operating expense account (e)	Salaries and Wages (b)	Material, tools, supplies, fuels and lubricants (c)	Purchased Services (d)	General (e)	Total Freight Expense (f)	Passenger (g)	Total (h)	Line No.
518		ADMINISTRATIVE SUPPORT OPERATIONS								
		Administration	93,873	3,532	12,873	9,170	119,448	954	120,402	518
519		Employees Performing Clerical & Acctg Functions	44,214	5,082	2,030	741	52,067	5,833	57,900	519
520		Communication Systems Operations	4,575	747	2,086	282	7,700	479	8,179	520
521		Loss & Damage Claims Process	13,854	329	4,835	1,756	20,754	0	20,754	521
522		Fringe Benefits	N/A	N/A	N/A	58,147	56,147	1,729	57,876	522
523		Casualties & Insurance	N/A	N/A	N/A	13,361	13,361	0	13,361	523
524		Joint Facility - Debt	N/A	N/A	207	N/A	207	0	207	524
525		Joint Facility - (Credit)	N/A	N/A	0	N/A	0	0	0	525
526		Other	2,380	2	331	87	2,800	0	2,800	526
527		TOTAL ADMINISTRATIVE SUPPORT OPERATIONS	158,996	9,692	22,372	81,524	272,484	6,995	281,479	527
528		TOTAL TRANSPORTATION	2,132,722	2,892,086	359,780	1,170,725	6,555,323	74,873	6,630,196	528
		GENERAL & ADMINISTRATIVE								
601		Officers General & Administration	34,965	3,311	15,107	19,393	72,806	756	73,562	601
602		Accounting, Auditing & Finance	30,778	144	1,422	1,059	33,403	1,008	34,411	602
603		Management Services & Data Processing	38,411	518	24,961	4,125	68,015	2,331	70,346	603
604		Marketing	45,112	790	43,455	8,915	98,272	0	98,272	604
605		Sales	0	0	0	0	0	0	0	605
606		Industrial Development	1,162	24	42	203	1,431	N/A	1,431	606
607		Personnel & Labor Relations	31,952	387	8,788	19,911	61,038	1,197	62,235	607
608		Legal & Secretarial	14,170	189	73,863	2,213	90,435	1,543	91,978	608
609		Public Relations & Advertising	3,981	35	8,955	2,609	15,280	273	15,553	609
610		Research & Development	0	90	3	0	93	0	93	610
611		Fringe Benefits	N/A	N/A	N/A	112,569	112,569	1,450	114,019	611
612		Casualties & Insurance	N/A	N/A	N/A	51,738	51,738	8	51,746	612
613		Write-down of Uncollectible Accounts	N/A	N/A	N/A	(8,658)	(8,658)	42	(8,616)	613
614		Property Taxes	N/A	N/A	N/A	169,080	169,080	1,473	170,553	614
615		Other Taxes	N/A	N/A	N/A	78,492	78,492	132	78,624	615
616		Joint Facility - Debt	N/A	N/A	1,835	N/A	1,835	0	1,835	616
617		Joint Facility - (Credit)	N/A	N/A	0	N/A	0	0	0	617
618		Other	126,942	8,737	188,189	76,571	400,339	445	400,784	618
619		TOTAL GENERAL & ADMINISTRATIVE	327,113	14,225	366,620	540,220	1,248,176	10,858	1,258,836	619
620		TOTAL OPERATING EXPENSE	3,124,777	3,555,086	2,502,223	3,531,859	12,713,925	141,217	12,855,142	620

414 RENTS FOR INTERCHANGED FREIGHT TRAIN CARS AND OTHER FREIGHT-CARRYING EQUIPMENT

(Dollars in Thousands)

- 1 Report freight expenses only.
- 2 Report in this supporting schedule rental information by car type and other freight-carrying equipment relating to the interchange of railroad-owned or leased equipment and privately-owned equipment. Reporting for leased equipment covers equipment with the carrier's own railroad markings.
3. The gross amounts receivable and payable for freight-train cars (line 19, columns (b) through (d), and line 19, columns (e) through (g), respectively) should balance with Schedule 410, column (f), lines 231 (credits) and 230 (debits). Trailer and container rentals in this schedule are included in Schedule 410, column (f), lines 315 and 316. However, the trailer and container rentals in this schedule will not balance to lines 315 and 316 of Schedule 410 because those lines include rents for "Other Equipment" which is reported in Schedule 415, column (e). The balancing of Schedules 410, 414 and 415 "Other Equipment" is outlined in note 6 to Schedule 415.
4. Report in columns (b) and (e) rentals for private-line cars (whether under railroad control or not) and shipper-owned cars.
5. Report in columns (c), (d), (f), and (g) rentals for railroad owned cars prescribed by the Board in Ex Parte No. 334, for which rentals are settled on a combination mileage and time basis (basic per diem). Include railroad owned per diem tank cars on line 17.

NOTE: Mechanical designations for each car type are shown in Schedule 710.

Line No	Cross Check	Type of Equipment (e)	GROSS AMOUNTS RECEIVABLE			GROSS AMOUNTS PAYABLE			Line No
			Private line cars (b)	Mileage (c)	Time (d)	Private line cars (e)	Mileage (f)	Time (g)	
CAR TYPES									
1		Box - Plain 40 Foot	0	0	0	0	0	0	1
2		Box - Plain 50 Foot and Longer	9	9	32	21,756	2,287	5,993	2
3		Box - Equipped	5,354	5,354	24,248	19,915	36,887	67,573	3
4		Gondola - Plain	288	288	848	5,763	1,538	2,966	4
5		Gondola - Equipped	1,966	1,966	9,969	2	11,694	27,077	5
6		Hopper - Covered	7,115	7,115	33,808	70,361	12,977	32,038	6
7		Hopper - Open Top - General Service	2,523	2,523	10,211	16	367	881	7
8		Hopper - Open Top - Special Service	91	91	780	2	928	2,468	8
9		Refrigerator - Mechanical	4,826	4,826	16,054	203	52	327	9
10		Refrigerator - Non-Mechanical	1,487	1,487	4,813	36	1,375	2,355	10
11		Fiat - TOFC/COFC	1,306	1,306	5,976	136,903	16,857	58,408	11
12		Fiat - Multi-Level	1,558	1,558	5,307	89,952	8,040	18,767	12
13		Fiat - General Service	1	1	14	0	175	231	13
14		Fiat - Other	924	924	5,185	42,687	17,467	46,322	14
15		Tank - Under 22,000 Gallons	0	0	0	4,363	0	0	15
16		Tank - 22,000 Gallons and Over	0	0	0	7,756	0	0	16
17		All Other Freight Cars	0	0	0	91	112	275	17
18		Auto Racks	0	0	44,768	0	0	41,768	18
19		TOTAL FREIGHT TRAIN CARS	0	27,428	162,013	398,806	112,756	327,456	19
OTHER FREIGHT-CARRYING EQUIPMENT									
20		Refrigerated Trailers							20
21		Other Trailers						5,949	21
22		Refrigerated Containers							22
23		Other Containers						28,741	23
24		TOTAL TRAILERS AND CONTAINERS	0	0	0	0	0	34,690	24
25		GRAND TOTAL (Lines 19 and 24)	0	27,428	162,013	398,806	112,756	362,148	25

415 SUPPORTING SCHEDULE - EQUIPMENT
(Dollars in Thousands)

Line No.	Cross Check	Types of equipment (a)	Repairs (net expenses) (b)	Depreciation		Amortization adjustment net during year (e)	Line No.
				Owned (c)	Capital lease (d)		
		LOCOMOTIVES					
1		Diesel Locomotive - Yard	38,160	12,909	0		1
2		Diesel Locomotive - Road	575,930	129,454	83,882		2
3		Other Locomotive - Yard					3
4		Other Locomotive - Road					4
5	*	TOTAL LOCOMOTIVES	614,090	142,363	83,882		5
		FREIGHT TRAIN CARS					
6		Box - Plain-40 foot	8	0	0		6
7		Box - Plain-50 foot and Longer	594	5,544	0		7
8		Box - Equipped	37,821	9,969	0		8
9		Gondola - Plain	18,809	6,353	0		9
10		Gondola - Equipped	28,665	2,946	0		10
11		Hopper - Covered	88,859	14,328	18		11
12		Hopper - Open Top Gen Svc	63,899	8,957	2,336		12
13		Hopper - Open Top Spec Svc	12,812	980	0		13
14		Refrigerator - Mechanical	19,040	1,952	0		14
15		Refrig - Non-mechanical	2,275	3,659	58		15
16		Flat - TOFC/COFC	161	22	865		16
17		Flat - Multi-level	0	1,779	0		17
18		Flat - General Service	161	127	0		18
19		Flat - Other	5,639	3,045	0		19
20		All Other Freight Cars	0	11	0		20
21		Cabcooses	0	457	0		21
22		Auto Racks	0	18,734	0		22
23		Misc. Accessories	429	821	0		23
24	*	TOTAL FREIGHT TRAIN CARS	278,772	79,684	3,275	0	24
		OTHER EQUIPMENT-REVENUE FREIGHT					
25		Refrigerated Trailers					25
26		Other Trailers	21,464	107	0		26
27		Refrigerated Containers					27
28		Other Containers					28
29		Bogies					29
30		Chassis					30
31		Other Highway Equip (Freight)					31
32	*	TOTAL HIGHWAY EQUIPMENT	21,464	107	0	0	32
		FLOATING EQUIP-REVENUE SERVICE					
33		Marine Line-Haul					33
34		Local Marine					34
35	*	TOTAL FLOATING EQUIPMENT	0	0	0	0	35
		OTHER EQUIPMENT					
36	*	Pass and Other Revenue Equip (Freight Portion)	1,277	0			36
37	*	Comp Sys & Word Proc Equip	34,300	47,747	690		37
38	*	Machinery - Locomotives (1)	4,478	3,789			38
39	*	Machinery - Freight Cars (2)	5,390	1,389			39
40	*	Machinery - Other Equipment (3)	643	88			40
41	*	Work and Non-revenue Equip	33,012	2,253	0		41
42		TOTAL OTHER EQUIPMENT	79,098	55,266	690	0	42
43		TOTAL ALL EQUIPMENT (Freight Portion)	893,424	277,420	87,847	0	43

- (1) Data reported on line 38, column (b) is the amount reported in Schedule 410, column (f), line 203
(2) Data reported on line 39, column (b) is the amount reported in Schedule 410, column (f), line 222
(3) Data reported on line 40, column (b) is the amount reported in Schedule 410, column (f), line 308

415 SUPPORTING SCHEDULE – EQUIPMENT - Concluded
(Dollars in Thousands)

Line No	Cross Check	Lease and rentals (net) (f)	Investment base as of 12/31		Accumulated depreciation as of 12/31		Line No
			Owned (g)	Capitalized lease (h)	Owned (i)	Capitalized lease (j)	
1		0	170,352	13,261	44,410	0	1
2		366,292	2,871,647	1,897,261	1,210,963	760,594	2
3							3
4							4
5	*	366,292	3,041,999	1,910,522	1,255,373	760,594	5
6		0	0	0	0	0	6
7		0	89,221	0	42,544	0	7
8		24,003	212,630	0	95,102	0	8
9		18,424	176,909	0	102,828	0	9
10		12,197	76,642	0	18,163	0	10
11		108,851	425,151	0	175,741	0	11
12		16,172	273,720	51,974	182,788	27,048	12
13		11,940	29,810	0	10,283	0	13
14		23,960	42,129	0	19,443	0	14
15		5,141	68,133	0	13,393	0	15
16		1,890	388	16,023	159	11,246	16
17		5,022	35,857	0	20,142	0	17
18		14	3,939	0	1,803	0	18
19		10,454	93,369	0	38,194	0	19
20		52	279	0	205	0	20
21		1,000	6,973	0	3,091	0	21
22		62	480,093	0	279,289	0	22
23		0	18,814	0	941	0	23
24	*	239,182	2,034,057	67,997	1,004,089	38,296	24
25							25
26		46,400	539		197	0	26
27							27
28							28
29							29
30							30
31							31
32	*	46,400	539	0	197	0	32
33							33
34							34
35	*	0	0	0	0	0	35
36	*		0		0		36
37	*	7,068	366,688	3,107	132,500	690	37
38	*		114,633		31,253		38
39	*		48,655		16,160		39
40	*		3,869		746		40
41	*	52,450	137,184	0	28,199	0	41
42		59,516	671,029	3,107	208,858	690	42
43		711,390	5,747,624	1,981,626	2,468,517	799,580	43

(1) Data reported on lines 38, 39, and 40 in columns (g) and (h) are investment recorded in property account 44, allocated to locomotives, freight cars, and other equipment.
 (2) Depreciation reported on lines 38, 39, and 40 in column (c) is calculated by multiplying the investment in each element by the effective composite rate for the property account 44. And then adding or subtracting the adjustment reported in column (e). This calculation should equal the amount shown in column (c), Schedule 335.

710. INVENTORY OF EQUIPMENT - Continued

UNITS OWNED, INCLUDED IN INVESTMENT ACCOUNT, AND LEASED FROM OTHERS

Line No	Cross Check	Type of design of units (a)	Units in service of respondent at beginning of year (b)	Changes During the Year				Units retired from service of respondent whether owned or leased including reclassification (g)	Units at Close of Year				Line No	
				New units purchased or built (c)	New units leased from others (d)	Rebuilt units acquired and rebuilt units rewritten into property accounts (e)	All other units including reclassification and second hand units purchased or leased from others (f)		Owned and used (h)	Leased from others (i)	Total in service of respondent (cod (h)+(i)) (j)	Aggregate capacity of units reported in cod (j) (see Ins. 7) (k)		Leased to others (l)
LOCOMOTIVE UNITS														
1		Diesel-freight units												1
2		Diesel-passenger units	82	0	0	0	0	2	5	65	80	31,400		2
3		Diesel-multiple purpose units	7,581	0	200	52	23	48	4,284	3,524	7,788	28,828,315		3
4		Diesel-switching units	486	37	0	27	2	42	484	36	520	860,900		4
5	*	TOTAL (lines 1 to 4) units	8,119	37	200	78	25	92	4,753	3,615	8,368	29,818,815	0	5
6	*	Electric-locomotives	0	0	0	0	0	0	0	0	0	N/A		6
7	*	Other self-powered units (steam)	2	0	0	0	0	0	2	0	2	N/A		7
8	*	TOTAL (lines 5, 6 and 7)	8,121	37	200	78	25	92	4,755	3,615	8,370	29,818,815	0	8
9	*	Auxiliary units	105	0	0	0	0	0	105	0	105	N/A		9
10	*	TOTAL LOCOMOTIVE UNITS (lines 8 and 9)	8,226	37	200	78	25	92	4,860	3,615	8,475	29,818,815	0	10

DISTRIBUTION OF LOCOMOTIVE UNITS IN SERVICE OF RESPONDENT AT CLOSE OF YEAR BUILT, DISREGARDING YEAR OF REBUILDING

Line No	Cross Check	Type of design of units (a)	Before Jan 1, 1985 (b)	During Calendar Year					TOTAL (j)	Line No				
				Between Jan 1, 1985 and Dec 31, 1988 (c)	Between Jan 1, 1990 and Dec 31, 1994 (d)	Between Jan 1, 1995 and Dec 31, 1999 (e)	Between Jan 1, 2000 and Dec 31, 2004 (f)	2005 (g)			2006 (h)	2007 (i)	2008 (j)	2009 (k)
11	*	Diesel	2,505	651	848	1,318	2,482	332	232	0	0	0	0	11
12	*	Electric	0	0	0	0	0	0	0	0	0	0	0	12
13	*	Other self-powered units (steam)	2	0	0	0	0	0	0	0	0	0	0	13
14	*	TOTAL (lines 11 to 13)	2,507	651	848	1,318	2,482	332	232	0	0	0	0	14
15	*	Auxiliary units	98	0	3	4	0	0	0	0	0	0	0	15
16	*	TOTAL LOCOMOTIVE UNITS (lines 14 and 15)	2,605	651	851	1,322	2,482	332	232	0	0	0	0	16

710 INVENTORY OF EQUIPMENT - Continued

Instructions for reporting freight-train car data.

- 1 Give particulars of each of the various classes of equipment which respondent owned or leased during the year
- 2 In column (d) give the number of units purchased or built in company shops In column (e) give the number of new units leased from others The term "new" means a unit placed in service for the first time on any railroad.
- 3 Units leased to others for a period of one year or more are reportable in column (n) Units temporarily out of respondent's service and rented to others for less than one year are to be included in column (l) Units rented from others for a period less than one year should not be included in column (j)

UNITS OWNED, INCLUDED IN INVESTMENT ACCOUNT, AND LEASED FROM OTHERS

Line No	Cross Check	Class of equipment and car designations (a)	Units in service of respondent at beginning of year		Changes during the year				Line No
			Time-mileage cars (b)	All others (c)	Units installed				
					New units purchased or built (d)	New or rebuilt units leased from others (e)	Rebuilt units acquired and rebuilt units rewritten into property accounts (f)	All other units including reclassification and second hand units purchased or leased from others (g)	
36		FREIGHT TRAIN CARS Plain box cars - 40' (B1, B2)	0						36
37		Plain box cars - 50' longer (B3_0-7, B4_0-7, B5, B6, B7, B8)	51						37
38		Equipped box cars (All Code A, Except A_5)	16,454					289	38
39		Plain gondola cars (All Codes, G & J 1,J 2,J 3,J 4)	4,537					1,880	39
40		Equipped gondola cars (All Code E)	10,500			280		99	40
41		Covered hopper cars (C 1, C 2, C 3, C 4)	38,553			1,100		92	41
42		Open top hopper cars—general service (All Code H)	16,291				170	72	42
43		Open top hopper cars—special service (J 0,J 5, J 6, J 7, J 8, J 9, and K)	3,659						43
44		Refrigerator cars—mechanical (R 5, R 6, R 7, R 8, R 9)	5,939			547			44
45		Refrigerator cars—non-mechanical (R 0, R 1, R 2)	4,326					689	45
46		Flat cars—TOFC/COFC (All Code P, Q and S, Except Q8)	528						46
47		Flat cars—multi-level (All Code V)	1,164			719		336	47
48		Flat cars—general service (F10, F20, F30)	55						48
49		Flat cars—other (F_1, F_2, F_3, F_4, F_5, F_6) (F_8, F40)	4,667					50	49
50		Tank cars—under 22,000 gallons (T_0, T_1, T_2, T_3, T_4, T_5)	0					11	50
51		Tank cars—22,000 gallons and over (T_6, T_7, T_8, T_9)	0					210	51
52		All other freight cars (A_5, F_7, All Code L and Q8)	1					16	52
53		TOTAL (lines 36 to 52)	106,743	0	0	2,646	170	3,724	53
54		Caboose (All Code M-930)	N/A	0					54
55		TOTAL (lines 53 and 54)	106,743	0	0	2,646	170	3,724	55

710. INVENTORY OF EQUIPMENT - Continued

- 4 Column (m) should show aggregate capacity for all units reported in columns (k) and (l), as follows For freight-train cars, report the nominal capacity (in tons of 2,000 lbs) as provided for in Rule 86 of the AAR Code of Rules Governing Cars in Interchange Convert the capacity of tank cars to capacity in tons of the commodity which the car is intended to carry customarily
- 5 Time-mileage cars refers to freight cars, other than cabooses, owned or held under lease arrangement, whose interline rental is settled on a per diem and line haul mileage basis under "Code of Car Hire Rules" or would be so settled if used by another railroad

UNITS OWNED, INCLUDED IN INVESTMENT ACCOUNT, AND LEASED FROM OTHERS

Line No	Changes during the year (concluded) Units retired from service respondent whether owned or leased, including reclassification (n)	Units at Close of Year						Line No
		Owned and used (i)	Leased from others (j)	Total in service of respondent col (i) & (j)		Aggregate capacity of units reported in cols (k) & (l) (see ins 4) (m)	Leased to others (n)	
				Time-mileage cars (k)	All other (l)			
36	0	0	0	0		0		36
37	0	51	0	51		4,321		37
38	2,401	9,300	5,042	14,342		1,190,578		38
39	1,588	939	3,870	4,809		564,303		39
40	804	7,513	2,562	10,075		995,488		40
41	960	15,920	22,885	38,785		4,095,414		41
42	950	12,186	3,397	15,583		1,816,418		42
43	230	921	2,508	3,429		378,289		43
44	541	912	5,033	5,945		463,083		44
45	1,011	2,824	1,080	4,004		307,122		45
46	21	108	397	505		181,216		46
47	45	1,119	1,055	2,174		82,395		47
48	4	48	3	51		4,108		48
49	3	2,538	2,198	4,734		481,886		49
50	0	0	11	11		1,116		50
51	0	0	210	210		20,887		51
52	0	4	13	17		1,672		52
53	8,558	54,483	50,242	104,725	0	10,586,270	0	53
54	0	0	0	0		0		54
55	8,558	54,483	50,242	104,725	0	10,586,270	0	55

755 RAILROAD OPERATING STATISTICS

Line No	Cross Check	Item description (a)	Freight train (b)	(2) Passenger train (c)	Line No
1		1 Miles of Road Operated (A)	32,339		1
2		2 Train Miles - Running (B)			
2		2-01 Unit Trains	46,514,974	XXXXXX	2
3		2-02 Way Trains	7,730,504	XXXXXX	3
4		2-03 Through Trains	118,135,128	0	4
5		2-04 TOTAL TRAIN MILES (lines 2-4)	172,380,606	0	5
6		2-05 Motorcars (C)	0	0	6
7		2-07 TOTAL ALL TRAINS (lines 5 and 6)	172,380,606	0	7
		3 Locomotive Unit Miles (D)			
		Road Service (E)			
8		3-01 Unit Trains	134,837,648	XXXXXX	8
9		3-02 Way Trains	17,535,120	XXXXXX	9
10		3-03 Through Trains	329,105,922	0	10
11		3-04 TOTAL (lines 8-10)	481,478,690	0	11
12		3-11 Train Switching (F)	26,944,794	XXXXXX	12
13		3-21 Yard Switching (G)	32,911,343	0	13
14		3-31 TOTAL ALL SERVICES (line 11-13)	541,334,827	0	14
		4 Freight Car-Miles (thousands) (H)			
		4-01 RR Owned and Leased Cars - Loaded			
15		4-010 Box-Plain 40-Foot	1	XXXXXX	15
16		4-011 Box-Plain 50-Foot and Longer	16,114	XXXXXX	16
17		4-012 Box-Equipped	388,887	XXXXXX	17
18		4-013 Gondola-Plain	187,175	XXXXXX	18
19		4-014 Gondola-Equipped	140,933	XXXXXX	19
20		4-015 Hopper-Covered	436,360	XXXXXX	20
21		4-016 Hopper-Open Top-General Service	247,422	XXXXXX	21
22		4-017 Hopper-Open Top-Special Service	104,127	XXXXXX	22
23		4-018 Refrigerator-Mechanical	82,833	XXXXXX	23
24		4-019 Refrigerator-Non-Mechanical	53,683	XXXXXX	24
25		4-020 Flat-TOFC/COFC	885,439	XXXXXX	25
26		4-021 Flat-Multi-Level	73,299	XXXXXX	26
27		4-022 Flat-General Service	818	XXXXXX	27
28		4-023 Flat-All Other	149,280	XXXXXX	28
29		4-024 All Other Car Types-Total	16,281	XXXXXX	29
30		4-025 TOTAL (Lines 15-29)	2,762,630	XXXXXX	30

755. RAILROAD OPERATING STATISTICS - Continued

Line No	Cross Check	Item description (a)	Freight train (b)	(2) Passenger train (c)	Line No
31		4-11 RR Owned and Leased Cars - Empty			
		4-110 Box-Plain 40-Foot	1	XXXXXX	31
32		4-111 Box-Plain 50-Foot and Longer	13,208	XXXXXX	32
33		4-112 Box-Equipped	306,176	XXXXXX	33
34		4-113 Gondola-Plain	186,550	XXXXXX	34
35		4-114 Gondola-Equipped	126,905	XXXXXX	35
36		4-115 Hopper-Covered	448,901	XXXXXX	36
37		4-116 Hopper-Open Top-General Service	256,501	XXXXXX	37
38		4-117 Hopper-Open Top-Special Service	106,782	XXXXXX	38
39		4-118 Refrigerator-Mechanical	63,165	XXXXXX	39
40		4-119 Refrigerator-Non-Mechanical	50,800	XXXXXX	40
41		4-120 Flat-TOFC/COFC	51,901	XXXXXX	41
42		4-121 Flat-Multi-Level	28,435	XXXXXX	42
43		4-122 Flat-General Service	814	XXXXXX	43
44		4-123 Flat-All Other	153,834	XXXXXX	44
45		4-124 All Other Car Types	1,962	XXXXXX	45
46		4-125 TOTAL (Lines 31-45)	1,795,935	XXXXXX	46
47		4-13 Private Line Cars - Loaded (H)			
		4-130 Box-Plain 40-Foot	0	XXXXXX	47
48		4-131 Box-Plain 50-Foot and Longer	79,207	XXXXXX	48
49		4-132 Box-Equipped	62,376	XXXXXX	49
50		4-133 Gondola-Plain	882,525	XXXXXX	50
51		4-134 Gondola-Equipped	27,260	XXXXXX	51
52		4-135 Hopper-Covered	716,358	XXXXXX	52
53		4-136 Hopper-Open Top-General Service	21,513	XXXXXX	53
54		4-137 Hopper-Open Top-Special Service	415,530	XXXXXX	54
55		4-138 Refrigerator-Mechanical	9,222	XXXXXX	55
56		4-139 Refrigerator-Non-Mechanical	4,441	XXXXXX	56
57		4-140 Flat-TOFC/COFC	333,736	XXXXXX	57
58		4-141 Flat-Multi-Level	618,332	XXXXXX	58
59		4-142 Flat-General Service	159	XXXXXX	59
60		4-143 Flat-All Other	115,332	XXXXXX	60
61		4-144 Tank Under 22,000 Gallons	154,540	XXXXXX	61
62		4-145 Tank-22,000 Gallons and Over	347,301	XXXXXX	62
63		4-146 All Other Car Types	3,666	XXXXXX	63
64		4-147 TOTAL (Lines 47-63)	3,791,498	XXXXXX	64

755. RAILROAD OPERATING STATISTICS - Continued

Line No.	Cross Check	Item description (a)	Freight train (b)	(2) Passenger train (c)	Line No.
65		4-15 Private Line Cars - Empty (H)	XXXXXX	XXXXXX	65
66		4-150 Box-Plain 40-Foot	0	XXXXXX	66
67		4-151 Box-Plain 50-Foot and Longer	28,262	XXXXXX	67
68		4-152 Box-Equipped	46,286	XXXXXX	68
69		4-153 Gondola-Plain	1,232,874	XXXXXX	69
70		4-154 Gondola-Equipped	26,498	XXXXXX	70
71		4-155 Hopper-Covered	725,437	XXXXXX	71
72		4-156 Hopper-Open Top-General Service	38,257	XXXXXX	72
73		4-157 Hopper-Open Top-Special Service	477,948	XXXXXX	73
74		4-158 Refrigerator-Mechanical	9,794	XXXXXX	74
75		4-159 Refrigerator-Non-Mechanical	4,557	XXXXXX	75
76		4-160 Flat-TOFC/COFC	152,723	XXXXXX	76
77		4-161 Flat-Multi-Level	228,878	XXXXXX	77
78		4-162 Flat-General Service	156	XXXXXX	78
79		4-163 Flat-All Other	110,556	XXXXXX	79
80		4-164 Tank Under 22,000 Gallons	166,105	XXXXXX	80
81		4-165 Tank-22,000 Gallons and Over	363,178	XXXXXX	81
82		4-166 All Other Car Types	3,972	XXXXXX	82
83		4-167 TOTAL (lines 65-81)	3,815,479	XXXXXX	83
84		4-17 Work Equipment and Company Freight Car-Miles	27,262	XXXXXX	84
85		4-18 No Payment Car-Miles (1) (1)	2,605,976	XXXXXX	85
86		4-19 Total Car-Miles by Train Type (Note)			
87		4-191 Unit Trains	5,383,943	XXXXXX	87
88		4-192 Way Trains	245,016	XXXXXX	88
89		4-193 Through Trains	8,989,821	XXXXXX	89
90		4-194 TOTAL (lines 85-87)	14,598,780	XXXXXX	90
91		4-20 Caboose Miles	35	XXXXXX	91

- (1) Total number of loaded miles 0 and empty miles 0 by roadrailer reported above
(2) As in prior years, the passenger statistics exclude results from commuter operations

Note: Line 88 total car miles is equal to the sum of lines 30, 46, 64, 82, 83 and 84. Accordingly, the car miles reported on lines 83 and 84 are to be allocated to lines 85, 86 and 87 and included in the total shown on line 88. Line 88 excludes business car miles

755 RAILROAD OPERATING STATISTICS - Concluded

Line No	Cross Check	Item description (a)	Freight train (b)	(2) Passenger train (c)	Line No
	6	Gross Ton-Miles (thousands) (K)			
98		6-01 Road Locomotives	96,685,704	XXXXXX	98
99		6-02 Freight Trains, Cars, Cnts, and Caboose			
99		6-020 Unit Trains	439,783,401	XXXXXX	99
100		6-021 Way Trains	16,266,113	XXXXXX	100
101		6-022 Through Trains	616,480,090	XXXXXX	101
102		6-03 Passenger-Trains, Cars, and Cnts		0	102
103		6-04 Non-Revenue	6,089,485	XXXXXX	103
104		6-05 TOTAL (lines 98-103)	1,175,304,793	0	104
	7	Tons of Freight (thousands)			
105		7-01 Revenue	612,276	XXXXXX	105
106		7-02 Non-Revenue	9,254	XXXXXX	106
107		7-03 TOTAL (lines 105 and 106)	621,530	XXXXXX	107
	8	Ton-Miles of Freight (thousands) (L)			
108		8-01 Revenue-Road Service	565,228,126	XXXXXX	108
109		8-02 Revenue-Lake Transfer Service	0	XXXXXX	109
110		8-03 TOTAL (lines 108, 109)	565,228,126	XXXXXX	110
111		8-04 Non-Revenue-Road Service	4,251,339	XXXXXX	111
112		8-05 Non-Revenue-Lake Transfer Service	0	XXXXXX	112
113		8-06 TOTAL (lines 111 and 112)	4,251,339	XXXXXX	113
114		8-07 TOTAL-REVENUE AND NON-REVENUE (lines 110 and 113)	569,479,465	XXXXXX	114
	9	Train Hours (M)			
115		9-01 Road Service	8,724,701	XXXXXX	115
116		9-02 Train Switching	2,116,822	XXXXXX	116
117		10 TOTAL YARD-SWITCHING HOURS (N)	2,873,418	XXXXXX	117
	11	Train-Miles Work Trains (O)			
118		11-01 Locomotives	1,794,852	XXXXXX	118
119		11-02 Motorcars	0	XXXXXX	119
	12	Number of Loaded Freight Cars (P)			
120		12-01 Unit Trains	3,064,145	XXXXXX	120
121		12-02 Way Trains	3,431,615	XXXXXX	121
122		12-03 Through Trains	10,311,325	XXXXXX	122
123		13 TOFC/COFC-No of Rev Trailers and Containers Loaded and Unloaded (Q)	6,390,335	XXXXXX	123
124		14 Multi-Level Cars-No of Motor Vehicles Loaded and Unloaded (Q)	4,456,757	XXXXXX	124
125		15 TOFC/COFC-No of Rev Trailers Picked Up and Delivered (R)	156,693	XXXXXX	125
	16	Revenue Tons-Marine Terminal (S)			
126		16-01 Marine Terminals-Coal	0	XXXXXX	126
127		16-02 Marine Terminals-Ore	0	XXXXXX	127
128		16-03 Marine Terminals-Other	0	XXXXXX	128
129		16-04 TOTAL (lines 126-128)	0	XXXXXX	129
	17	Number of Foreign Per Diem Cars on Line (T)			
130		17-01 Serviceable	53,580	XXXXXX	130
131		17-02 Unserviceable	0	XXXXXX	131
132		17-03 Surplus	0	XXXXXX	132
133		17-04 TOTAL (lines 130-132)	53,580	XXXXXX	133
134		TOFC/COFC - Average No of Units Loaded Per Car	4 80	XXXXXX	134

2005 Union Pacific URCS Values

909320 SH & ENG LEASE/RENT-FC
 809138 SHOP MACH LEASE-FC
 809338 SHOP MACH LEASE/RENT
 809111 FREIGHT CAR-DEPR
 809111 FREIGHT CAR-LEASE/RENT
 9411 NET PER DIEM RENT-MILEAGE
 9511 NET PER DIEM RENT-TIME
 : TOTAL DEPR. L/R EXPENSE
 : SUM L629-636
 909820 SHOP & ENG/SHOP MACH ROI
 809811 FREIGHT CAR-ROI
 : TOTAL ROI : L638+L639
 GRAND TOTAL VARIABLE EXPENSE (EXCL G/O)
 : L628+L637+L640

WORKTABLE D6 PART 6 (CONTINUED)
 Annual URCS Process for Union Pacific Railroad Company 22-Sep-06 PAGE-322

LINE	CODE	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)
		VARIABLE EXPENSE	PERCENT ASSIGNED TO	CAR MILES	VARIABLE EXPENSE ASSIGNED TO	SOURCE	AP*	RUNNING PORTION OF CM EXPENSE	YARD PORTION OF CM EXPENSE
		REGR C2*G4 NO REGR C3*G4 IF G2=BLANK THEN C3*G4 ELSE G2*G4	TO	TO	C5*G6 C5-C7			CASES OF C9	CASES OF C9
LINE	CODE	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)
601	809011	.86	56409		28204	A1L566C2	3	27053	1151
602	002	.61911	13.56054		6.78027	A1L566C2	5	6.49664	.28363
603	005	.61911	4.29025		2.14513	A1L566C2	5	2.05530	.08973
604	024	.63124	21581		1079	A1L566C2	5	10359	004318
605	033	.37403	120.2405		60.12025	A2L129C1	5	57.60533	2.51492
606	114	.61911	75.6977		37.84885	A2L144C1	5	36.26558	1.58327
607	117	.63124	13.89969		6.94984	A2L147C1	5	6.67176	.27808
608	126	.63124	24343		12172	A2L156C1	5	11684	.00487
609	129	.63124	.02072		.01036	A2L159C1	5	.0094424	.000414
610	141	.63124	.71475		.35738	A2L171C1	5	.34308	.0143
611	144	.63124	.71475		.35738	A2L174C1	5	.34308	.0143
612	147	.63124	.71475		.35738	A2L177C1	5	.34308	.0143
613	150	.86	19005		.09503	A1L566C2	5	.09122	.003802
614	110	.61911	0		0	A1L566C2	5	0	0
615	307	.62805	12.26249		6.13124	A2L245C1	5	5.88097	.25028
616	220	.37944	997.2917		498.6458	A2L220C1	5	478.291	20.3548
617	222	.86	1154		577.1971	A2L222C1	5	553.6358	23.5613
618	223	.37403	0		0	A2L223C1	5	0	0
619	224	.37944	6366		3183	A2L224C1	5	3053	129.94
620	225	.37403	4729		2364	A2L225C1	5	2270	94.6257
621	228	.37403	0		0	A2L228C1	5	0	0
622	229	.37403	0		0	A2L229C1	5	0	0
623	233	.37403	0		0	A2L233C1	5	0	0
624	234	.37403	0		0	A2L234C1	5	0	0
625	235	.37403	48759		24379	A2L235C1	5	23404	009755
626	237	.86	623.6214		311.8107	A2L237C1	5	299.0825	12.7282
627	235	.86	69275		34637	XX	XX	33225	1412
628	009120	.5	161.9106		80.95532	A3L174C1	5	77.71605	3.23927
630	909320	.5	109.1671		54.58355	A3L175C1	5	52.3995	2.18405
631	809338	.5	70944		3699	A3L359C1	5	3699	0
632	809338	.5	70944		3699	A3L359C1	5	3699	0
633	809111	.5	13593		8155	A3L413C1	5	8155	0
634	809111	.5	45773		45773	A3L613C1	5	45773	0
635	9411	.5	7608		7608	A3L206C1	5	7608	304.42
636	9511	.5	3699		3699	A3L206C1	5	3699	304.42
637	9511	.5	70944		57763	A3L206C1	5	57763	527.4
638	909820	.5	1266		633.3921	1.0	XX	608.0481	25.3439
639	809811	.5	28550		12057	XX	XX	10967	457.11
640	809811	.5	29827		17769	XX	XX	11575	482.46
641	809811	.5	170046		59876	XX	XX	57454	2421

WORKTABLE D6 PART 6 (CONTINUED)
 Annual URCS Process for Union Pacific Railroad Company 22-Sep-06 PAGE-323

LINE	CODE	IDENTIFICATION	WT-CO REGRES- SION REF	SOURCE	REGR EXPENSE IF C1=BLANK THEN C2=BLANK ELSE IF C1(C1)C2='X' DO C2:=BLANK	SOURCE	DEFAULT IF C2 NOT =BLANK DO C3:=BLANK (3)
614	110	1161	0	0	0	0	0
615	307	.00081799	0	.00081799	.41769	.41769	.41769
616	220	.06653	0	.06653	.41769	.41769	.41769
617	222	.08231	0	.08231	.41769	.41769	.41769
618	223	.08231	0	.08231	.41769	.41769	.41769
619	224	.42459	0	.42459	.41769	.41769	.41769
620	225	.31777	0	.31777	.41953	.41953	.41953
621	228	0	0	0	0	0	0
622	229	0	0	0	0	0	0
623	233	0	0	0	0	0	0
624	234	0	0	0	0	0	0
625	236	0	0	0	0	0	0
626	237	.00003276	0	.00003276	.41953	.41953	.41953
627	235	.0416	0	.0416	.41769	.41769	.41769
628	XX	4.62354	XX	4.62354	.41769	.41769	.41769
629	909120	.01088	0	.01088	.41953	.41953	.41953
630	809320	0	0	0	0	0	0
631	809138	.00733448	0	.00733448	.41953	.41953	.41953
632	809338	0	0	0	0	0	0
633	809111	0	0	0	0	0	0
634	809311	1.09591	0	1.09591	.50343	.50343	.50343
635	9411	0	0	0	0	0	0
636	9511	.49704	0	.49704	.83905	.83905	.83905
637	9511	.76175	0	.76175	.68316	.68316	.68316
638	909820	.08511	XX	.08511	.41953	.41953	.41953
639	809811	2.30262	XX	2.30262	.50343	.50343	.50343
640	XX	2.38773	XX	2.38773	.49987	.49987	.49987
641	XX	14.77302	XX	14.77302	.54292	.54292	.54292

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22-Sep-06

Annual URCS Process for Union Pacific Railroad Company

WORKTABLE D6 PART 7 FRETIGHT CAR OWNERSHIP AND MAINTENANCE
O/T HOPPER GS

LINE	CODE	IDENTIFICATION	WT-CO REGRES- SION REF	SOURCE	REGR EXPENSE IF C1=BLANK THEN C2=BLANK ELSE IF C1(C1)C2='X' DO C2:=BLANK	SOURCE	DEFAULT IF C2 NOT =BLANK DO C3:=BLANK (3)
701	809012	FREIGHT CAR REPAIRS	0	A3L314C12	0	A3L314C12	32569
702	002	ADMINIST B & B	0	A2L102C44	0	A2L102C44	10.87575
703	005	ADMINIST OTHER	2	A2L105C44	0	A2L105C44	3.44085
704	024	ROAD PROP DAMAGED OTHER	2	A2L120C44	0	A2L120C44	1.6976
705	033	SHOP BUILDINGS	16	A2L129C44	0	A2L129C44	159.4522
706	114	FRINGES OTHER	2	A2L144C44	0	A2L144C44	60.71066
707	117	CASUALTIES & INS-OTHER (DR)	2	A2L147C44	0	A2L147C44	10.93358
708	126	JT FACILITY RENT-OTHER (CR)	2	A2L155C44	0	A2L155C44	.19148
709	129	JT FACILITY RENT-OTHER (CR)	2	A2L159C44	0	A2L159C44	.0163
710	141	JT FACILITY-OTHER (DR)	2	A2L171C44	0	A2L171C44	.56223
711	144	JT FACILITY-OTHER (CR)	2	A2L174C44	0	A2L174C44	0
712	147	DISMANT RET ROAD-OTHER	2	A2L177C44	0	A2L177C44	0
713	150	OTHER EXP	0	A2L180C44	0	A2L180C44	.10973
714	150	SMALL TOOLS	2	A2L140C44	0	A2L140C44	0
715	307	WORK & NR EQUIP	2	A2L245C44	0	A2L245C44	9.69473
716	220	FC ADMINIST	16	A2L220C44	0	A2L220C44	1305
717	222	FC MACHINERY REPAIR	0	A2L222C44	0	A2L222C44	666.5116
718	223	FC EQUIP DAMAGED	16	A2L223C44	0	A2L223C44	8331
719	224	FC FRINGE BENEFITS	16	A2L224C44	0	A2L224C44	6278
720	225	FC OTHER CASUALTY & INSURANCE	16	A2L225C44	0	A2L225C44	0
721	228	FC J FACILITY RENT (DR)	16	A2L228C44	0	A2L228C44	0
722	229	FC J FACILITY RENT (CR)	16	A2L229C44	0	A2L229C44	0
723	233	FC J FACILITY (DR)	16	A2L233C44	0	A2L233C44	0
724	234	FC J FACILITY (CR)	16	A2L234C44	0	A2L234C44	0
725	236	FC DISMANT RET ROAD-OTHER	16	A2L236C44	0	A2L236C44	0
726	237	FC OTHER EXP	0	A2L237C44	0	A2L237C44	28152
727	235	FC DAMAGES BILLED (CR)	0	A2L235C44	0	A2L235C44	360.0598
728	235	TOTAL OPERATING EXPENSE : (SUM L701-727) -2*(L709+L711+L722+L724+L727)	XX	XX	XX	XX	49047
729	909120	SH & ENG DEPR-FC	0	B2L920C2	0	B2L920C2	160.7894
730	909320	SH & ENG LEASE/RENT-FC	0	B2L810C2	0	B2L810C2	0
731	809138	SHOP MACH DEPR-FC	0	B2L234C2	0	B2L234C2	207.3958
732	809338	SHOP MACH LEASE/RENT	0	B2L538C2	0	B2L538C2	0
733	809112	FREIGHT CAR-DEPR	0	B2L221C2	0	B2L221C2	12912

LINE	IDENTIFICATION	SOURCE OF C1	AMOUNT	UNIT	MARKUP	UNIT COST	VARIABLE												
449	REGR PERCENTAGE DL D1-7+08	XX	L448/L447	XX	2689616	XX													
450	REGR	XX		XX	.81761	XX													
451	VARIABLE ROI D1-D7	XX		XX	L435C5	XX													
452	VARIABLE ROI D-8 REGR	XX		XX	L368C5	XX													
453	TOTAL ROI EXPENSE	XX		XX	L370C1	XX													
454	TOTAL ROI D-8 NOT REGR	XX		XX	L452-L453	XX													
455	TOTAL ROI EXPENSE MINUS D-8 NO REGR	XX		XX	L450+L451	XX													
456	VARIABLE ROI D1-7	XX		XX	L455/L454	XX													
456	PLUS D-8 REGR	XX		XX		XX													

WORKTABLE DB PART 6 (ANNUAL) URCS Process for Union Pacific Railroad Company 22-Sep-06 PAGE-417
 GENERAL OVERHEAD AND CONSTANT COSTS
 CALCULATION OF GENERAL OVERHEAD AND CONSTANT COST MARKUP RATIOS

LINE	IDENTIFICATION	SOURCE OF C1	AMOUNT	UNIT	MARKUP	UNIT COST	VARIABLE												
601	VARIABLE EXPENSE-OPR D8				L326C5														
602	VARIABLE EXPENSE-DL D8				L355C5														
603	VARIABLE EXPENSE-ROI D8				L369C5														
604	VARIABLE EXPENSE-OPR D1-7				L435C1														
605	VARIABLE EXPENSE-DL D1-7				L435C2														
606	VARIABLE EXPENSE-ROI D1-7				L435C3														
607	GOH MARKUP RATIO-OPR				(L601/L604)+1.0														
608	GOH MARKUP RATIO-DL				(L602/L605)+1.0														
609	GOH MARKUP RATIO-ROI				(L603/L606)+1.0														
610	VARIABLE EXPENSE-TOTAL D-8				L601+L602+L603														
611	VARIABLE EXPENSE-TOTAL D1-7				L604+L605+L606														
612	GENERAL OVERHEAD MARKUP RATIO-AVERAGE				(L610/L611)+1.0														
613	TOTAL RAILWAY EXPENSE				L136C1														
614	VARIABLE RAILWAY EXPENSE				L610+L611														
615	VARIABLE PORTION OF TOTAL EXPENSE				L614/L613														
616	CONSTANT COST PORTION OF TOTAL EXPENSE				1.0-L615														
617	CONSTANT COST MARKUP RATIO				L613/L614														

*EXCLUDING LOCAL MARINE AND OTHER SPECIAL SERVICE TERMINALS,
 BUT INCLUDING SWITCHING AND TERMINAL COMPANIES.

WORKTABLE DB PART 7A Annual URCS Process for Union Pacific Railroad Company 22-Sep-06 PAGE-418
 GENERAL OVERHEAD AND CONSTANT COSTS
 CALCULATION OF OUTPUT UNIT COSTS

LINE	OUTPUT UNITS	SOURCE	UNIT COST	VARIABLE	UNIT COST	VARIABLE	UNIT COST	VARIABLE	UNIT COST	VARIABLE	UNIT COST	VARIABLE	UNIT COST	VARIABLE	UNIT COST	VARIABLE	UNIT COST	VARIABLE	UNIT COST	VARIABLE
701	GTM(C) D-1	D1L157C10	.00032835	XX	D1L234C10	.000362	XX	D1L251C10	.00094687	XX										
702	GTM(C) D-3	D3L197C10	.00120526	XX	D3L217C10	.00022057	XX	D3L224C10	.00070458	XX										
703	GTM(C) TOTAL	L701+L702	.00169571	XX	L701+L702	.00062038	XX	L701+L702	.00109146	XX										
704	CM D-1	D1L157C15	0	XX	D1L234C14	0	XX	D1L251C14	0	XX										
705	CM D-3	D3L197C15	0	XX	D3L217C14	0	XX	D3L224C14	0	XX										
706	CM D-5	D5L121C15	0	XX	XX	XX	XX	XX	XX	XX										
707	CM TOTAL	L704+L705	0	XX	L704+L705	0	XX	L704+L705	0	XX										
708	TM D-1	+L706	0	XX	D1L157C20	0	XX	D1L251C18	0	XX										
709	TM D-3	D3L197C25	.55156	XX	D3L217C22	.00293364	XX	D3L224C22	.00313424	XX										
710	TM TOTAL	L708+L709	.55156	XX	L708+L709	.00293364	XX	L708+L709	.00313424	XX										
711	TM(C) D-3*	D3L197C30	7.00257	XX	D3L217C26	7.73767	XX	D3L224C26	7.66767	XX										
712	LRM D-3	D3L191C30	3.40083	XX	D3L217C18	3.75783	XX	D3L224C18	3.66767	XX										
713	CLOR D-3	D3L191C35	4.42836	XX	D3L217C30	4.73767	XX	D3L224C30	4.66767	XX										
714	CLOR D-5	D5L121C18	4.42836	XX	XX	XX	XX	XX	XX	XX										
715	CLOR TOTAL	L713+L714	4.42836	XX	L713+L714	4.89323	XX	L713+L714	4.89323	XX										
716	CLOT D-5	D5L121C14	0	XX	XX	XX	XX	XX	XX	XX										
717	CM CL D-5	D5L122C10	0	XX	XX	XX	XX	XX	XX	XX										
718	GLOR-CL D-5	D5L122C18	0	XX	XX	XX	XX	XX	XX	XX										
719	CLOT-CL D-5	D5L122C14	12.80852	XX	14.15311	XX	14.15311	XX	14.15311	XX										
720	SEM D-2	D2L159C10	.38665	XX	D2L236C10	.38564	XX	D2L255C10	1.7591	XX										

LINE	UNIT COST	EXPENSE UNIT COST (1)	SOURCE	EXPENSE UNIT COST (2)	SOURCE	EXPENSE UNIT COST (3)	ROI UNIT COST (3)
803	D6L1803C8	.16373					
804	D6L1804C8	.00226715					
805	D6L1805C8	.00105232					
806	D6L1806C8	.05401					
807	D6L1807C8	.00173161					
808	D6L1808C8	.0000029					
809	D6L1809C8	.00884284					
810	D6L1810C8	.04323					
811	D6L1811C8	.26881					
812	D6L1812C8	.11597					
813	D6L1813C8	0					
814	D6L1814C8	.19398					
815	D6L1815C8	.0087178					
816	D6L1816C8	.00662313					
817	D6L1817C8	.01562					
818	D6L1818C8	0					
819	D6L1819C5/	XX					
820	D6L1819C7	.05129					

WORKTABLE E1 PART 1 ANNUAL URCS PROCESS FOR UNION PACIFIC RAILROAD COMPANY 22-SEP-06 PAGE-424

LINE	UNIT COST	EXPENSE UNIT COST (1)	SOURCE	EXPENSE UNIT COST (2)	SOURCE	EXPENSE UNIT COST (3)	ROI UNIT COST (3)
101	CROSS TON MILE	.00169571	D8L703C2	.00062038	D8L703C6	.00112249	
102	CAR MILE-OTHER THAN CLERICAL	0	D8L707C2	0	D8L707C4	0	
103	TRAIN MILE-OTHER THAN CREW	.60946	D8L710C2	.00310269	D8L710C6	.00322337	
104	TRAIN MILE-CREW	7.73767	D8L711C2	XX	XX	XX	
105	LOCOMOTIVE UNIT MILE	3.75783	D8L712C2	.66767	D8L712C6	.41799	
106	CLOR (CARLOADS HANDLED)-OTHER THAN CLERICAL	4.89323	D8L715C2	XX	0 D8L715C6	XX	0
107	CLOR (CARLOADS HANDLED)-CLERICAL	0	D8L718C2	XX	XX	XX	
108	CLOR (ORIG OR TERMINATED)-OTHER THAN CLERICAL	14.15311	D8L716C2	XX	XX	XX	
109	CLOR (OR TERMINATED)-CLERICAL	14.15311	D8L717C2	XX	XX	XX	
110	CAR MILE-CLERICAL	0	D8L723C2	0	D8L723C6	0	
111	SWITCH ENGINE MINUTES	4.38109	D8L723C2	.55707	D8L723C6	1.9353	
112	TON MILES IN LAKE TRANSFER SERVICE	0	D8L724C2	0	D8L724C6	0	
113	TONS HANDLED AT COAL TERMINALS	0	D8L725C2	0	D8L725C6	0	
114	TONS HANDLED AT ORE TERMINALS	0	D8L726C2	0	D8L726C6	0	
115	TONS HANDLED AT OTHER MARINE TERMINALS	0	D8L727C2	XX	D8L727C6	XX	
116	REFRIGERATED CAR MILES	0	D8L728C2	XX	XX	XX	
117	PROTECTIVE SERVICE REFERER TCU DAYS	0	D8L733C2	0	D8L733C6	0	
118	REFRIGERATED TCU DAYS	2.61092	D8L732C2	4.35331	D8L732C6	.01366	
119	OTHER (NON-REFRIGERATED) TCU DAYS	30.61941	D8L730C2	1.26507	D8L730C6	4.44009	
120	TCU'S LOADED AND UNLOADED	7.16262	D8L729C2	XX	XX	XX	
121	MVU'S LOADED AND UNLOADED	253.1115	D8L734C2	XX	XX	XX	
122	TCU'S PICKED UP AND DELIVERED						

WORKTABLE E1 PART 2 ANNUAL URCS PROCESS FOR UNION PACIFIC RAILROAD COMPANY 22-SEP-06 PAGE-425

LINE	UNIT COST	EXPENSE UNIT COST (1)	SOURCE	EXPENSE UNIT COST (2)	SOURCE	EXPENSE UNIT COST (3)	ROI UNIT COST (3)
201	BOX - 40 FOOT GENERAL	30.35217	D8L801C2	0	D8L801C18	0	D8L801C4
202	BOX - 50 FOOT GENERAL	.01301	D8L802C2	.19026	D8L802C18	.10913	D8L802C4
203	BOX - EQUIPPED	.03142	D8L803C2	.05311	D8L803C18	.0097212	D8L803C4
204	GONDOLA PLAIN	.01963	D8L804C2	.014	D8L804C18	.01272	D8L804C4
205	GONDOLA - EQUIPPED	.04437	D8L805C2	.04213	D8L805C18	.01129	D8L805C4
206	HOPPER - COVERED	.03211	D8L806C2	.01584	D8L806C18	.01409	D8L806C4
207	HOPPER - OT - GENERAL	.02214	D8L807C2	.00687664	D8L807C18	.00888225	D8L807C4
208	HOPPER - OT - SPECIAL	.02214	D8L808C2	.00670064	D8L808C18	.01581	D8L808C4

217	D8L817C8	1.08876	D8L817C16	10071	D8L817C24	.03871	D8L817C26	.01652
218	D8L818C8		D8L818C16		D8L818C24		D8L818C26	
219	D8L819C8	.12789	D8L819C16	8.48224	D8L819C24	4.51795	D8L819C26	0
220	D8L820C8	.00215966	D8L820C16	.01568	D8L820C24	XX	D8L820C26	XX
221	L212	3.47804	L212	12.29002	L212	2.26626	L212	.05129
		.12789	L212	12.87102	L212	4.54873	L212	.11597

WORKTABLE E1 PART 3 Annual URCS Process for Union Pacific Railroad Company 22-Sep-06 PAGE-428

LINE	STCC	IDENTIFICATION	SOURCE	UNIT COST PER TON (1)
301	01	FARM PRODUCTS	A1L401C3	.06871
302	0113	GRAIN	A1L402C3	.03703
303	01195	POTATOES OTHER THAN SWEET	A1L403C3	3.07708
304	012	FRESH FRUITS	A1L404C3	.50746
305	013	FRESH VEGETABLES	A1L405C3	.42785
306	10	ALL OTHER FARM PRODUCTS	A1L406C3	.0827
307	10	METALLIC ORES	A1L407C3	.01508
308	11	COAL	A1L408C3	.00356087
309	14	NONMETALLIC MINERALS	A1L409C3	.00237076
310	20	FOOD AND KINDRED PRODUCTS	A1L410C3	.11741
311	2011	FRESH MEATS	A1L411C3	0
312	202	DAIRY PRODUCTS	A1L412C3	.11921
313	203	CANNED FRUITS/VEG	A1L413C3	.62026
314	204	GRAIN MILL PRODUCTS	A1L414C3	.0612
315	2041	FLOUR	A1L415C3	.0572
316	2042	PREPARED FEEDS	A1L416C3	.03759
317	2043	CEREALS	A1L417C3	.15248
318	2044	RICE	A1L418C3	.27671
319	2045	PREPARED FLOUR	A1L419C3	.59551
320	2046	CORN PRODUCTS	A1L420C3	.03341
321	2062	REFINED SUGAR	A1L421C3	.15413
322	20821	BEER	A1L422C3	.32655
323	2084	WINES	A1L423C3	.04297
324	20851	WHISKEY	A1L424C3	.1426
325	209	MISC FOOD PREPARATIONS	A1L425C3	.04204
326	21	ALL OTHER FOOD PRODUCTS	A1L426C3	.09363
327	21	TOBACCO PRODUCTS	A1L427C3	32.38171
328	24	LUMBER AND WOOD EX FURNITURE	A1L428C3	.07879
329	2421	LUMBER/DIMENSION STOCK	A1L429C3	.10262
330	2432	PLYWOOD OR VENEER	A1L430C3	.1331
331	25	ALL OTHER LUMBER AND WOOD PRODUCTS	A1L431C3	.04367
332	25	FURNITURE AND FIXTURES	A1L432C3	.55942
333	26	PULP, PAPER AND ALLIED PRODUCTS	A1L433C3	.24454
334	26211	NEWSPRINT	A1L434C3	.21666
335	26213	PRINTING PAPER	A1L435C3	.53958
336	263	FIBRE/D/PAPER/D/PUL/PDB	A1L436C3	.21874
337	264	COV PAPER/PAPERBOARD	A1L437C3	.17266
338	26471	SANITARY TISSUES	A1L438C3	.14384
339		ALL OTHER PULP, PAPER & ALLIED PRODUCTS	A1L439C3	.13479

WORKTABLE E1 PART 3 (CONTINUED) Annual URCS Process for Union Pacific Railroad Company 22-Sep-06 PAGE-429

LINE	STCC	IDENTIFICATION	SOURCE	UNIT COST PER TON (1)
340	28	CHEMICALS	A1L440C3	.05794
341	281	INDUSTRIAL CHEMICALS	A1L441C3	.01062
342	2812	POTASSIUM OR SODIUM	A1L442C3	.02957
343	282	SYN FIBRES/RESINS/RUBBER	A1L443C3	.1545
344	289	MISC CHEMICALS PRODUCTS	A1L444C3	.10704
345	29	ALL OTHER CHEMICALS	A1L445C3	.03525
346	29	PETROLEUM OR COAL PRODUCTS	A1L446C3	.01084
347	30	RUBBER AND MISC PLASTICS	A1L447C3	.10553
348	301	RUBBER TIRES/INNER TUBES	A1L448C3	.14101
349	31	ALL OTHER RUBBER PRODUCTS	A1L449C3	.08908
350	32	STONE, GLAY AND GLASS PRODUCTS	A1L450C3	.02926
351	321	FLAT GLASS	A1L451C3	1.23246

LINE	SOURCE	EQUIPMENT	AVERAGE TARE WEIGHT (1)	SOURCE	CURRENT YR EMPTY/LOADED RATIO (2)	RR OWNED (2)	SOURCE	CURRENT YR EMPTY/LOADED RATIO (3)	PRIVATE LTNE (3)
3295	NONMETALLIC EARTH/MIN								
353	ALL OTHER STONE & CLAY, GLASS PRODUCTS								
354	PRIMARY METAL PRODUCTS								
355	PRIMARY IRON/STEEL PRODUCTS								
356	ALUMINUM BASIC SHAPES								
357	ALL OTHER PRIMARY METAL PRODUCTS								
358	FABRICATED METAL PRODUCTS								
359	FAB STRUC METAL PRODUCTS								
360	ALL OTHER FAB METAL PRODUCTS								
361	MACHINERY EXCEPT ELECTRICAL								
362	ENGINES/TORBITNES								
363	FARM MACHINERY								
364	CONST MIN/MAT HAND MACHINERY								
365	ALL OTHER MACHINERY EXCEPT ELECTRICAL								
366	ELECTRICAL MACHINERY								
367	ELECTRICAL TRANS/DIST EQUIPMENT								
368	HOUSEHOLD APPLIANCES								
369	RADIO OR TV SETS								
370	ALL OTHER ELECTRICAL MACHINERY								
371	TRANSPORTATION EQUIPMENT								
372	MOTOR PASSENGER CARS								
373	MOTOR TRUCKS								
374	MOTOR VEHICLE PARTS								
375	ALL OTHER TRANSPORTATION EQUIPMENT								
376	FREIGHT FORWARDER TRAFFIC								
377	SHIPPER ASSOCIATION TRAFFIC								
378	MISC MIXED SHIPMENTS								
379	MISC MIXED SHIPMENTS NEC INC TOFC								
380	ALL OTHER MIXED SHIPMENTS								
381	HAZARDOUS MATERIALS								
382	ALL OTHERS								

WORKTABLE E2 PART 1 Annual URCS Process for Union Pacific Railroad Company 22-Sep-06 PAGE-430

LINE	SOURCE	EQUIPMENT	AVERAGE TARE WEIGHT (1)	SOURCE	CURRENT YR EMPTY/LOADED RATIO (2)	RR OWNED (2)	SOURCE	CURRENT YR EMPTY/LOADED RATIO (3)	PRIVATE LTNE (3)
101	BOX - 40 FT		25.6	B3L801C3					
102	BOX - 50 FT		33.4	B3L802C3	1.68724	0	B3L817C3	1.32236	0
103	BOX - EQUIPPED		36.1	B3L803C3	1.78502		B3L819C3	1.60806	
104	GONDOLA - PLAIN		25.4	B3L804C3	1.98881		B3L820C3	2.43295	
105	GONDOLA - EQUIP.		33.1	B3L805C3	1.86871		B3L821C3	2.02589	
106	HOPPER - COVERED		31.4	B3L806C3	2.07143		B3L822C3	2.00791	
107	HOPPER - OTG		29.9	B3L807C3	2.03138		B3L823C3	2.97445	
108	HOPPER - OTS		27.7	B3L808C3	2.0089		B3L824C3	2.16317	
109	REFRIG - MECH		42.9	B3L809C3	1.72196		B3L825C3	1.98418	
110	REFRIG - NH		42.9	B3L810C3	1.85327		B3L826C3	1.95167	
111	FLAT - TOFC		57	B3L811C3	1.06079		B3L827C3	1.38088	
112	FLAT - MULTILEVEL		53.8	B3L812C3	1.49908		B3L828C3	1.44191	
113	FLAT - GENERAL		33.5	B3L813C3	2.02507		B3L829C3	1.78495	
114	FLAT <22,000 GAL		34.5	B3L814C3	1.90677		B3L830C3	1.84465	
115	TANK >22,000 GAL		XX	XX	XX		B3L831C3	2.07817	
116	ALL OTHER FC		XX	XX	XX		B3L832C3	2.04066	
117	AVERAGE FC		36.9	B3L815C3	1.20548		B3L833C3	1.64843	
118	AVERAGE FC		34.6	B3L816C3	1.63678		B3L834C3	1.94804	

WORKTABLE E2 PART 1 (CONTINUED) Annual URCS Process for Union Pacific Railroad Company 22-Sep-06 PAGE-431

LINE	SOURCE	EQUIPMENT	CURRENT YR EMPTY/LOADED RATIO (4)	SOURCE	CIRCUITY LOCAL (5)	SOURCE	CIRCUITY INTERLINE (6)	SOURCE	CIRCUITY AVERAGE (7)	SOURCE	SPOTTED & PULLED RATIO (8)
101	B3L835C3		0	A1L501C1	1.14	A1L501C2	1.193	A1L501C3	1.182	A1L501C5	1.8
102	B3L836C3		1.37997	A1L502C1	1.122	A1L502C2	1.187	A1L502C3	1.176	A1L502C5	1.8
103	B3L837C3		1.76289	A1L503C1	1.134	A1L503C2	1.184	A1L503C3	1.176	A1L503C5	2
104	B3L838C3		2.36351	A1L504C1	1.093	A1L504C2	1.151	A1L504C3	1.134	A1L504C5	2

Indices

PPI - Finished Goods less Food and Energy
Global Insight June 2007
Indexing URCS, R-1 and other costs

<u>Quarter</u>	<u>Index</u>	<u>URCS</u>	<u>R-1</u>
		2005	2006
Annual 2005	1 564		
Annual 2006	1 587		
2006-1	1 579		
2006-2	1 587		
2006-3	1 586		
2006-4	1 594		
Base Year	1 598	102 2%	100 7%
2007-1	1 607		
2007-2	1 612		
2007-3	1 621		
2007-4	1 634		
Forecast Year	1 640	104 8%	103 3%
2008-1	1 647		
2008-2	1.656		

Notes

- 1 Base Year index based on 1/3 2nd qtr 2006 + 3rd qtr 2006 + 4th qtr 2006 + 1st qtr 2007 + 2/3 2nd qtr 2007) divided by 4
- 2 Forecast Year index is based on 3rd qtr 2007 + 4th qtr 2007 + 1st qtr 2008 + 2nd qtr 2008) divided by 4

July 2007 Prices and Wages	2005 4	2006 1	2006 2	2006 3	2006 4	2007 1	2007 2	2007 3	2007 4	2008 1	2008 2
Indexes, SA											
Employment Costs (Dec 2005=1 000)	1 001	1 008	1 016	1 025	1 033	1 039	1 048	1 057	1 065	1 073	1 081
Wages & Salaries	1 001	1 008	1 016	1 024	1 032	1 043	1 051	1 059	1 066	1 074	1 081
Benefits	1 003	1 008	1 015	1 025	1 034	1 031	1 042	1 053	1 063	1 073	1 081
Health Insurance	1 000	1 004	1 014	1 031	1 049	1 053	1 068	1 081	1 095	1 105	1 115
Consumer Prices (1982-84=1 000)											
All-Urban	1 983	1 992	2 017	2 032	2 022	2 041	2 070	2 073	2 077	2 087	2 097
Core (excl Food & Energy)	2 025	2 037	2 053	2 069	2 078	2 090	2 100	2 110	2 122	2 134	2 146
Commodities	1 403	1 405	1 408	1 410	1 403	1 403	1 400	1 402	1 405	1 409	1 413
Nonenergy Services	2 392	2 411	2 436	2 460	2 481	2 501	2 518	2 534	2 551	2 568	2 585
Food	1 924	1 937	1 943	1 958	1 969	1 994	2 019	2 041	2 053	2 064	2 072
Energy	1 933	1 919	2 037	2 060	1 852	1 922	2 116	2 034	1 962	1 958	1 957
Energy Commodities	2 144	2 077	2 379	2 434	2 015	2 099	2 469	2 284	2 136	2 116	2 109
Energy Services	1 830	1 874	1 810	1 802	1 798	1 857	1 875	1 899	1 903	1 918	1 924
Producer Prices, Stage of Processing											
Finished Goods	1 594	1 594	1 609	1 611	1 599	1 625	1 668	1 674	1 675	1 687	1 693
Core (excl Food & Energy)	1 568	1 579	1 587	1 586	1 594	1 607	1 612	1 621	1 634	1 647	1 656
Food	1 564	1 555	1 552	1 575	1 586	1 544	1 686	1 689	1 678	1 687	1 690
Energy	1 471	1 448	1 495	1 487	1 402	1 433	1 570	1 568	1 548	1 560	1 561
Consumer Goods	1 654	1 650	1 667	1 670	1 650	1 682	1 739	1 745	1 742	1 754	1 760
Core Consumer Goods	1 647	1 661	1 667	1 666	1 672	1 686	1 692	1 703	1 718	1 731	1 741
Producer Goods	1 450	1 459	1 468	1 469	1 478	1 489	1 493	1 500	1 511	1 523	1 531
Intermediate Materials	1 609	1 616	1 646	1 658	1 637	1 656	1 699	1 704	1 707	1 714	1 718
Crude Materials	2 070	1 870	1 835	1 871	1 816	1 958	2 064	2 041	1 991	2 031	2 018



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Producer Price Index-Commodities

Series Id: WPU057303													
Not Seasonally Adjusted													
Group: Fuels and related products and power													
Item: #2 diesel fuel													
Base Date: 8200													
Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual
1982	105.2	105.1	103.2	97.0	92.9	95.4	99.8	99.9	98.4	98.3	101.3	103.4	100.0
1983	99.3	93.6	87.9	81.5	81.9	85.5	85.7	86.4	87.2	89.5	88.8	88.1	87.9
1984	86.7	89.2	92.3	86.8	85.8	86.9	87.7	84.8	82.8	83.6	85.2	84.2	86.3
1985	83.2	81.1	79.9	80.1	82.9	79.9	76.1	74.3	78.7	82.6	86.7	89.1	81.2
1986	81.9	63.7	49.5	49.5	45.6	43.7	36.1	38.1	45.2	42.0	42.6	44.8	48.6
1987	50.3	52.8	49.7	51.8	53.1	54.8	56.1	59.5	57.5	59.8	61.3	58.1	55.4
1988	54.6	51.5	50.3	53.5	54.5	51.0	47.2	46.9	46.8	42.6	47.1	50.4	49.7
1989	54.2	55.1	57.7	62.9	58.0	54.0	52.9	53.6	59.5	65.4	64.8	68.5	58.9
1990	84.6	59.8	60.7	60.8	58.6	54.0	52.2	72.9	88.4	105.6	100.0	91.0	74.1
1991	82.4	75.3	62.0	60.1	60.6	58.4	58.5	62.4	65.8	67.4	70.7	63.3	65.6
1992	55.0	57.0	56.2	58.6	62.1	65.6	65.0	63.7	65.4	68.0	65.2	60.9	61.9
1993	60.6	60.3	63.1	63.2	63.4	61.6	57.7	55.2	60.8	66.5	63.0	51.2	60.5
1994	51.4	56.6	56.9	54.6	54.8	54.2	56.4	57.4	57.7	58.4	59.5	54.2	56.0
1995	54.0	53.1	55.0	58.2	59.4	56.8	53.7	56.0	58.5	58.8	59.7	60.2	57.0
1996	62.2	59.4	62.6	75.4	74.5	64.9	66.1	66.6	74.7	80.2	77.0	76.0	70.0
1997	73.2	73.1	66.5	66.1	63.6	61.0	57.7	62.1	61.3	64.7	65.8	58.9	64.5
1998	53.9	51.3	47.6	50.0	50.0	45.8	44.7	44.4	48.1	47.3	46.1	39.0	47.4
1999	40.2	38.1	43.2	53.1	53.0	53.5	59.8	65.6	68.8	67.5	71.9	72.7	57.3
2000	76.1	86.1	90.0	84.1	82.8	85.7	89.5	92.1	110.8	110.0	110.4	101.6	93.3
2001	96.7	92.4	83.5	86.4	93.1	90.2	81.6	82.0	91.6	75.9	71.3	56.2	83.4
2002	58.9	60.0	69.7	76.9	74.7	73.3	77.6	80.4	92.3	98.7	85.5	86.8	77.9
2003	97.6	123.8	129.4	102.3	87.9	89.8	92.7	96.6	91.1	101.1	95.9	98.1	100.5
2004	109.3	103.7	109.7	119.9	121.0	114.2	123.0	135.1	140.9	166.6	159.7	135.3	128.2

0032

2005	141.1	149.5	173.3	175.4	170.8	187.2	189.8	200.6	212.6	264.1	206.2	198.5	189.1
2006	197.1	196.2	206.5	230.4	239.6	246.9	237.5	250.2	201.3	197.5	197.2	203.0	216.9
2007	180.9	193.5 (P)	220.2 (P)	238.0 (P)	226.5 (P)								

P : Preliminary. All indexes are subject to revision four months after original publication.

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U.S. Bureau of Labor Statistics
 Postal Square Building
 2 Massachusetts Ave., NE
 Washington, DC 20212-0001

Phone: (202) 691-5200
 Do you have a **Data question**?
 Do you have a **Technical (web) question**?
 Do you have **Other comments**?

BASEYEAR June 2006 → MAY 2007 = 234133

Engineering Inflation Factors
Global Insight Forecast

Year	Period	Employment		Intermediate	
		Cost		Materials	
History	2006:1	1 696		1 616	
	2006:2	1 690		1 646	
	2006:3	1 692		1 658	
	2006:4	1 738		1 637	
DRI Forecast	2007:1	1 750		1 656	
	2007:2	1 767		1 699	
	2007:3	1 785		1 704	
	2007:4	1 802		1 707	
Forecast	2008:1	1 818		1 714	
	2008:2	1 833		1 718	

Source: Global Insight (@globalinsight.com) Inflation

NLV June 2005 to Base Year
Normalized Maintenance June 2007 to Forecast Year

	Average of Forecast Year/2007 2	Percent	Use
Labor	((2007:3+2007 4+2008:1+2008:2)/4)/2007 2	102.41%	1.024
Material & Supplies	Average of Forecast Year/2007 2 ((2007 3+2007 4+2008 1+2008 2)/4)/2007.2	100.69%	1.007

July 2007 Productivity and Costs	2005 3	2005 4	2006 1	2006 2	2006 3	2006 4	2007 1	2007 2	2007 3	2007 4	2008 1	2008 2
Index, Seasonally Adjusted												
Nonfarm Business Productivity & C												
Output per Hour	1 354	1 352	1 363	1 367	1 366	1 373	1 376	1 383	1 391	1 400	1 407	1 414
Compensation per Hour	1 635	1 645	1 696	1 690	1 692	1 738	1 750	1 767	1 785	1 802	1 818	1 833
Jnt Labor Costs	1 208	1 217	1 244	1 236	1 239	1 266	1 271	1 277	1 283	1 287	1 292	1 296
Manufacturing Output per Hour												
Durable Goods Industries	1 726	1 739	1 757	1 773	1 799	1 807	1 818	1 829	1 840	1 853	1 874	1 892
Nondurable Goods Industries	1 968	2 009	2 030	2 059	2 099	2 115	2 126	2 133	2 160	2 181	2 214	2 242
Employment Cost Index (Dec 2005=100)												
Total Compensation	0 995	1 001	1 008	1 016	1 025	1 033	1 039	1 048	1 057	1 065	1 073	1 081
Wages	0 994	1 001	1 008	1 016	1 024	1 032	1 043	1 051	1 059	1 066	1 074	1 081
Benefits	0 996	1 003	1 008	1 015	1 025	1 034	1 031	1 042	1 053	1 063	1 073	1 081
Health Insurance	0 983	1 000	1 004	1 014	1 031	1 049	1 053	1 068	1 081	1 095	1 105	1 115
Percent Change, SAAR												
Nonfarm Business Productivity & C												
Output per Hour	37	-0.6	35	12	-0.5	21	10	20	22	25	19	21
Compensation per Hour	68	24	129	-14	0.6	112	28	39	41	40	35	33
Jnt Labor Costs	30	30	91	-25	11	89	18	18	19	14	15	12
Manufacturing Output per Hour												
Durable Goods Industries	34	31	41	38	59	19	24	25	25	27	46	39
Nondurable Goods Industries	68	87	41	59	81	30	22	13	52	40	61	52
Employment Cost Index												
Total Compensation	29	24	28	32	36	32	23	35	34	32	31	29
Wages	27	28	28	27	27	27	27	27	27	27	27	27
Benefits	2	-4	0	5	9	5	-4	8	7	5	4	2
Health Insurance	1	2	2	3	4	2	1	2	2	2	2	2

Base and Forecast Years Traffic Data



Base Year - Tintic Industrial Lead - Spanish Fork, UT to Elberta, UT

Revenue per Carload

Number Of Cars	Commodity	Waybill Date	Destination/ Origin	Revenue	Fuel Surcharge	Revenue		Gross Revenue	Reciprocal Switch	Net Revenue
						With Fuel	Surcharge			
17	Wheat	03/05/07	Portland, OR	2,723	12.5%	\$ 3,063	\$ 3,063	52,071	-	\$ 52,071
18	Wheat	03/19/07	Portland, OR	2,723	12.5%	3,063	3,063	55,134	-	55,134
19	Wheat	03/26/07	Portland, OR	2,723	12.5%	3,063	3,063	58,197	-	58,197
Inbound										
15	Corn	05/16/07	Red Cloud, NE	2,900	14.5%	3,321	3,321	49,815	-	49,815
18	Corn	06/04/06	Red Cloud, NE	2,662	15.0%	3,061	3,061	55,098	-	55,098
18	Corn	06/14/06	Red Cloud, NE	2,662	15.0%	3,061	3,061	55,098	-	55,098
18	Corn	06/24/06	Gibbon, NE	3,000	15.0%	3,450	3,450	62,100	-	62,100
5	Wheat	08/13/06	Buffalo Park, KS	2,300	16.5%	2,680	2,680	13,400	-	13,400
6	Wheat	08/15/06	Big Springs, NE	2,140	16.5%	2,493	2,493	14,958	-	14,958
8	Wheat	08/16/06	Victoria, KS	2,250	16.5%	2,621	2,621	20,968	-	20,968
10	Corn	09/23/06	Fremont, NE	3,240	17.0%	3,791	3,791	37,910	-	37,910
10	Corn	09/24/06	Mountain Lake, MN	3,460	17.0%	4,048	4,048	40,480	-	40,480
10	Corn	10/07/06	Sioux City, IA	3,295	18.0%	3,888	3,888	38,880	850	38,030
172						\$ 554,109	\$ 850	\$ 553,259		

Traffic Statistics Base Year May 2004 to April 2005
 Elberta Industrial Lead, UT

Car Type	STCC	Origin City	Destination City	Off Jet/Road to On Jet/Road Fr	Tons	Revenue	Cars	On Branch Miles	Off Branch Miles	Total On Branch Miles	Total Off Branch Miles	
Covered Hopper - Railroad												
Local		113710 Elberta, UT	Portland, OR		5,417	165,402	54	20	939	1,080	50,706	
		113710 Big Springs, NE	Elberta, UT		594	14,958	6	20	725	120	4,350	
		113710 Buffalo Park, KS	Elberta, UT		500	13,400	5	20	962	100	4,810	
		113710 Victoria, KS	Elberta, UT		788	20,968	8	20	1,338	160	10,704	
		113215 Fremont, NE	Elberta, UT		1,013	37,910	10	20	1,040	200	10,400	
		113215 Glibbon, NE	Elberta, UT		1,818	62,100	18	20	904	360	16,272	
		113215 Mountain Lake, MN	Elberta, UT		986	40,480	10	20	1,405	200	14,050	
		113215 Sioux City, IA	Elberta, UT		976	38,030	10	20	1,142	200	11,420	
					12,092	\$ 393,248	121			2,420	122,712	
Interchanged												
		113215 Red Cloud, NE	Elberta, UT	Denver/BNSF	5,204	\$ 160,011	51	20	663	1,020	33,813	
Total Covered Hopper												
					17,296	\$ 553,259	172			3,440	156,525	

Forecast Year - Tintic Industrial Lead - Spanish Fork, UT to Elberta, UT

Number Of Cars	Loaded Miles	Commodity	Destination/ Origin	Revenue Per Carload		Fuel Surcharge	Revenue With Fuel Surcharge	Gross Revenue	Reciprocal Switch	Net Revenue
				Revenue	0.15 per loaded mile					
Multiple Cars										
Outbound										
20	959	Wheat	Portland, OR S	2,723	\$	144	2,867	\$ 57,340	-	\$ 57,340
20	959	Wheat	Portland, OR	2,723		144	2,867	57,340	-	57,340
20	959	Wheat	Portland, OR	2,723		144	2,867	57,340	-	57,340
Inbound										
19	683	Corn	Red Cloud, NE	3,248		102	3,350	63,650	-	63,650
19	683	Corn	Red Cloud, NE	3,248		102	3,350	63,650	-	63,650
19	683	Corn	Red Cloud, NE	3,248		102	3,350	63,650	-	63,650
19	924	Corn	Gibbon, NE	3,715		139	3,854	73,226	-	73,226
19	683	Corn	Red Cloud, NE	3,248		102	3,350	63,650	-	63,650
19	1,060	Corn	Fremont, NE	3,755		159	3,914	74,366	-	74,366
19	1,425	Corn	Mountain Lake, MN	3,975		214	4,189	79,591	-	79,591
19	1,162	Corn	Sioux City, IA	3,895		174	4,069	77,311	1,615	75,696
Single Cars										
212										
30	1,081	Cottonseed	Casa Grande, AZ	4,432		162	4,594	137,820	-	137,820
36	1,128	Soybean Meal	Lincoln, NE	4,378		169	4,547	163,692	-	163,692
27	1,100	Canola Seed	Canada - Eastport, ID	4,592		165	4,757	128,439	-	128,439
23	1,349	DDG	Mankato, MN	5,989		202	6,191	142,393	-	142,393
8	683	Blood Meal	Fort Morgan, CO	3,248		102	3,350	26,800	-	26,800
12	1,346	Cedar Rapids	Cedar Rapids, IA	5,152		202	5,354	64,248	-	64,248
136										
348										1,392,891

Traffic Statistics Forecast Year July 2007 to June 2008
 Elberta Industrial Lead, UT

Car Type	STCC	Origin City	Destination City	Off Jct/Road to On Jct/Road Fr	Tons	Revenue	Cars	On Branch Miles o/w	Off Branch Miles o/w	Total On Branch Miles	Total Off Branch Miles	
Covered Hopper - Railroad												
Local	113710	Elberta, UT	Portland, OR		6,000	\$ 172,020	60	20	939	1,200	56,340	
	113215	Fremont, NE	Elberta, UT		1,900	74,366	19	20	1,040	380	18,760	
	113215	Gibbon, NE	Elberta, UT		1,900	73,226	19	20	904	380	17,176	
	113215	Mountain Lake, MN	Elberta, UT		1,900	79,591	19	20	1,405	380	26,695	
	113215	Sioux City, IA	Elberta, UT		1,900	75,696	19	20	1,142	380	21,698	
	114110	Casa Grande, AZ	Elberta, UT		3,000	137,820	30	20	1,061	600	31,830	
	2092314	Lincoln, NE	Elberta, UT		3,672	163,692	36	20	1,108	720	39,888	
					20,272	\$ 776,411	202			4,040	213,387	
Interchanged												
	113215	Red Cloud, NE	Elberta, UT	Denver/BNSF	7,600	\$ 254,600	76	20	663	1,520	50,388	
	114950	Lethbridge, Can	Elberta, UT	Eastport/CP	2,700	128,439	27	20	1,080	540	29,160	
	2085900	Watertown, SD	Elberta, UT	Mankato, DMIE	2,346	142,393	23	20	1,329	460	30,567	
	2014412	Ft Morgan, CO	Elberta, UT	Denver/BNSF	816	26,800	8	20	663	160	5,304	
	2092316	Cedar Rapids, IA	Elberta, UT	CedarRap/CIC	1,224	64,248	12	20	1,326	240	15,912	
					14,686	\$ 616,480	146			2,920	131,331	
Total Covered Hopper												
					34,958	\$ 1,392,891	348			6,960	344,718	

0039



Surcharge

Carload Revenue Based Standard HDF Fuel Surcharge

Union Pacific's carload revenue based standard HDF fuel surcharge program is based on the Department of Energy (DOE) On-Highway Diesel Fuel Price (US Average). Information about actual fuel surcharges applied and details about the program are included below.

This fuel surcharge program will apply as follows:

- Fuel surcharge will be adjusted on a monthly basis.
- The basis for the surcharge will be determined by the U.S. Average price of DOE On-Highway Diesel Fuel for a calendar month, as reported weekly on the U.S. Department of Energy Web site (www.eia.doe.gov).
- In the event the average monthly price of Retail On-Highway Diesel Fuel, equals or exceeds \$1.35 per gallon, a surcharge beginning at 1.5% will apply.
- For every five cent increase above \$1.35 per gallon, the surcharge applied will increase by 0.5%. See threshold schedule for more details.
- When the average DOE price drops below \$1.35 per gallon, no fuel surcharge will apply.
- The surcharge will be billed to applicable shipments beginning the second month following the month on which the DOE average price calculation was based. (Example: the average reported DOE price for the month of February 2007 would determine the fuel surcharge applied throughout the month of April 2007.)

This surcharge became effective with shipments billed on or after June 1, 2003. The fuel surcharge will be applied to the line haul freight charge(s) that make reference to this fuel cost recovery program.

This program does not affect UP's existing Intermodal surcharge program.

The DOE price is reported weekly on the U.S. Department of Energy Web site.

Fuel Surcharge Rate

MONTH APPLIED	SURCHARGE APPLIED	BASIS MONTH	HDF AVG. MONTHLY PRICE
July 2007	15.5%	May 2007	\$2.796
June 2007	16.0%	April 2007	\$2.834
May 2007	14.5%	March 2007	\$2.667
April 2007	12.5%	February 2007	\$2.488
March 2007	12.5%	January 2007	\$2.485
February 2007	14.0%	December 2006	\$2.610
January 2007	13.0%	November 2006	\$2.545
December 2006	13.0%	October 2006	\$2.519
November 2006	15.5%	September 2006	\$2.783

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October 2006	18.0%	August 2006	\$3.045
Sept 2006	17.0%	July 2006	\$2.934
Aug 2006	16.5%	June 2006	\$2.898
July 2006	16.5%	May 2006	\$2.897
June 2006	15.0%	April 2006	\$2.728
May 2006	13.5%	March 2006	\$2.559
April 2006	12.5%	February 2006	\$2.475
March 2006	12.5%	January 2006	\$2.467
February 2006	12.0%	December 2005	\$2.443
January 2006	13.5%	November 2005	\$2.573
December 2005	18.5%	October 2005	\$3.095
November 2005	16.0%	September 2005	\$2.819
October 2005	13.0%	August 2005	\$2.500
September 2005	11.5%	July 2005	\$2.373
August 2005	10.5%	June 2005	\$2.290
July 2005	9.5%	May 2005	\$2.199
June 2005	10.5%	April 2005	\$2.292
May 2005	10%	March 2005	\$2.214
April 2005	8%	February 2005	\$2.027
March 2005	7.5%	January 2005	\$1.959
February 2005	8.0%	December 2004	\$2.009
January 2005	9.0%	November 2004	\$2.147
December 2004	9.0%	October 2004	\$2.134
November 2004	7.0%	September 2004	\$1.917
October 2004	6.0%	August 2004	\$1.833
September 2004	5.0%	July 2004	\$1.739
August 2004	5.0%	June 2004	\$1.711
July 2004	5.0%	May 2004	\$1.746
June 2004	4.5%	Apr. 2004	\$1.692
May 2004	4.0%	Mar. 2004	\$1.629
April 2004	3.5%	Feb. 2004	\$1.582
March 2004	3.5%	Jan. 2004	\$1.551
February 2004	2.5%	Dec. 2003	\$1.490
January 2004	2.5%	Nov. 2003	\$1.482
December 2003	2.5%	Oct. 2003	\$1.495

14.8333 Average
Fuel Surcharge

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November 2003	2.5%	Sept. 2003	\$1.467
October 2003	2.5%	Aug. 2003	\$1.487
September 2003	2.0%	July 2003	\$1.435
August 2003	2.0%	June 2003	\$1.424
July 2003	2.5%	May 2003	\$1.451
June 2003	2.0%*	April 2003	\$1.533

*UP elected to reduce the Fuel Surcharge to 2% for the month of June 2003.

PM254

MILEAGE INQUIRY

FROM CIRC-7 ==> OP500 OR (3-3-3) ==> ALBINA - OR

TO CIRC-7 ==> UP085 OR (3-3-3) ==> SPAFORK - UT

INQUIRY TYPE ==> M 'M' - MILEAGE ONLY
'S' - STATION PATH
'N' - NODE PATH

STATION 3-3-3 ==> N STATION CITY STATE FORMAT (Y/N)

ROUTE VIA STATIONS ==> N (Y/N)

MINIMUM MILEAGE IS 938.58 MILES

NEXT REQUEST CODE ACTION

PM254

MILEAGE INQUIRY

FROM CIRC-7 ==> NX354 OR (3-3-3) ==> BIGSPRING - NE

TO CIRC-7 ==> UP085 OR (3-3-3) ==> SPAFORK - UT

INQUIRY TYPE ==> M 'M' - MILEAGE ONLY
'S' - STATION PATH
'N' - NODE PATH

STATION 3-3-3 ==> N STATION CITY STATE FORMAT (Y/N)

ROUTE VIA STATIONS ==> N (Y/N)

MINIMUM MILEAGE IS 725.22 MILES

NEXT REQUEST	CODE	ACTION
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PM234

ROUTE VIA STATIONS MILEAGE RESPONSE

FROM CIRC-7: KP351 (3-3-3): BUFPARK - KS
 TO CIRC-7: UP085 (3-3-3): SPAFORK - UT

FROM			TO			MILEAGE
CIRC-7	3-3-3		CIRC-7	3-3-3		
KP351	BUFPARK	KS	KP430	SHASPRING	KS	80.25
KP430	SHASPRING	KS	WD640	DENVER	CO	207.73
WD640	DENVER	CO	WD692	GREELEY	CO	50.07
WD692	GREELEY	CO	WX510	CHEYENNE	WY	54.34
WX510	CHEYENNE	WY	UP085	SPAFORK	UT	569.91

TOTAL: 962.30

NEXT REQUEST	CODE	ACTION
--------------	------	--------

121

PM234

ROUTE VIA STATIONS MILEAGE RESPONSE

FROM CIRC-7: KP280 (3-3-3): VICTORIA - KS
 TO CIRC-7: UP085 (3-3-3): SPAFORK - UT

FROM			TO			MILEAGE
CIRC-7	3-3-3		CIRC-7	3-3-3		
KP280	VICTORIA	KS	KX068	TOPEKA	KS	212.73
KX068	TOPEKA	KS	NX284	NPLATTE	NE	332.77
NX284	NPLATTE	NE	UP085	SPAFORK	UT	792.91

TOTAL: 1338.41

NEXT REQUEST	CODE	ACTION
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PM254

MILEAGE INQUIRY

FROM CIRC-7 ==> NX039 OR (3-3-3) ==> FREMONT - NE

TO CIRC-7 ==> UP085 OR (3-3-3) ==> SPAFORK - UT

INQUIRY TYPE ==> M 'M' - MILEAGE ONLY
'S' - STATION PATH
'N' - NODE PATH

STATION 3-3-3 ==> N STATION CITY STATE FORMAT (Y/N)

ROUTE VIA STATIONS ==> N (Y/N)

MINIMUM MILEAGE IS 1040.08 MILES

NEXT REQUEST	CODE	ACTION
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PM254

MILEAGE INQUIRY

FROM CIRC-7 ==> NX176 OR (3-3-3) ==> GIBBON - NE

TO CIRC-7 ==> UP085 OR (3-3-3) ==> SPAFORK - UT

INQUIRY TYPE ==> M 'M' - MILEAGE ONLY
'S' - STATION PATH
'N' - NODE PATH

STATION 3-3-3 ==> N STATION CITY STATE FORMAT (Y/N)

ROUTE VIA STATIONS ==> N (Y/N)

MINIMUM MILEAGE IS 904.18 MILES

NEXT REQUEST CODE ACTION

PM234

ROUTE VIA STATIONS MILEAGE RESPONSE

FROM CIRC-7: SX133 (3-3-3): MOULAKE - MN
 TO CIRC-7: UP085 (3-3-3): SPAFORK - UT

FROM			TO			MILEAGE
CIRC-7	3-3-3		CIRC-7	3-3-3		
SX133	MOULAKE	MN	DM136	MASCITY	IA	115.50
DM136	MASCITY	IA	NZ459	MISVALLEY	IA	212.10
NZ459	MISVALLEY	IA	WX510	CHEYENNE	WY	507.38
WX510	CHEYENNE	WY	UP085	SPAFORK	UT	569.91

TOTAL: 1404.89

NEXT REQUEST	CODE	ACTION
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PM254

MILEAGE INQUIRY

FROM CIRC-7 ==> SX263 OR (3-3-3) ==> SIOCITY - IA

TO CIRC-7 ==> UP085 OR (3-3-3) ==> SPAFORK - UT

INQUIRY TYPE ==> M 'M' - MILEAGE ONLY
'S' - STATION PATH
'N' - NODE PATH

STATION 3-3-3 ==> N STATION CITY STATE FORMAT (Y/N)

ROUTE VIA STATIONS ==> N (Y/N)

MINIMUM MILEAGE IS 1141.61 MILES

NEXT REQUEST CODE ACTION

PM234

ROUTE VIA STATIONS MILEAGE RESPONSE

FROM CIRC-7: WD640 (3-3-3): DENVER - CO
 TO CIRC-7: UP085 (3-3-3): SPAFORK - UT

FROM			TO			MILEAGE
CIRC-7	3-3-3		CIRC-7	3-3-3		
WD640	DENVER	CO	WD692	GREELEY	CO	50.07
WD692	GREELEY	CO	WX817	GRERIVER	WY	349.12
WX817	GRERIVER	WY	UP085	SPAFORK	UT	263.64

TOTAL: 662.83

NEXT REQUEST	CODE	ACTION
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PM254

MILEAGE INQUIRY

FROM CIRC-7 ==> SP377 OR (3-3-3) ==> CASGRANDE - AZ

TO CIRC-7 ==> UP085 OR (3-3-3) ==> SPAFORK - UT

INQUIRY TYPE ==> M 'M' - MILEAGE ONLY
'S' - STATION PATH
'N' - NODE PATH

STATION 3-3-3 ==> N STATION CITY STATE FORMAT (Y/N)

ROUTE VIA STATIONS ==> N (Y/N)

MINIMUM MILEAGE IS 1060.60 MILES

NEXT REQUEST	CODE	ACTION
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PM254

MILEAGE INQUIRY

FROM CIRC-7 ==> NA057 OR (3-3-3) ==> LINCOLN - NE

TO CIRC-7 ==> UP085 OR (3-3-3) ==> SPAFORK - UT

INQUIRY TYPE ==> M 'M' - MILEAGE ONLY
'S' - STATION PATH
'N' - NODE PATH

STATION 3-3-3 ==> N STATION CITY STATE FORMAT (Y/N)

ROUTE VIA STATIONS ==> N (Y/N)

MINIMUM MILEAGE IS 1108.38 MILES

NEXT REQUEST	CODE	ACTION
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PM254

MILEAGE INQUIRY

FROM CIRC-7 ==> OS141 OR (3-3-3) ==> EASTPORT - ID

TO CIRC-7 ==> UP085 OR (3-3-3) ==> SPAFORK - UT

INQUIRY TYPE ==> M 'M' - MILEAGE ONLY
'S' - STATION PATH
'N' - NODE PATH

STATION 3-3-3 ==> N STATION CITY STATE FORMAT (Y/N)

ROUTE VIA STATIONS ==> N (Y/N)

MINIMUM MILEAGE IS 1079.74 MILES

NEXT REQUEST	CODE	ACTION
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PM254

MILEAGE INQUIRY

FROM CIRC-7 ==> SX082 OR (3-3-3) ==> MANKATO - MN

TO CIRC-7 ==> UP085 OR (3-3-3) ==> SPAFORK - UT

INQUIRY TYPE ==> M 'M' - MILEAGE ONLY
'S' - STATION PATH
'N' - NODE PATH

STATION 3-3-3 ==> N STATION CITY STATE FORMAT (Y/N)

ROUTE VIA STATIONS ==> N (Y/N)

MINIMUM MILEAGE IS 1328.80 MILES

NEXT REQUEST	CODE	ACTION
--------------	------	--------

PM254

MILEAGE INQUIRY

FROM CIRC-7 ==> NZ220 OR (3-3-3) ==> BEVERLY - IA

TO CIRC-7 ==> UP085 OR (3-3-3) ==> SPAFORK - UT

INQUIRY TYPE ==> M 'M' - MILEAGE ONLY
'S' - STATION PATH
'N' - NODE PATH

STATION 3-3-3 ==> N STATION CITY STATE FORMAT (Y/N)

ROUTE VIA STATIONS ==> N (Y/N)

MINIMUM MILEAGE IS 1325.58 MILES

NEXT REQUEST	CODE	ACTION
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On-Branch Local Train Operations and Statistics

Base Year - Tintic Industrial Lead - Spanish Fork, UT to Elberta, UT

Number Of Cars	Waybill Date	Destination/ Origin	On Branch Date				Number of Trips	
			Arrived	Local	Departed	Local		
Outbound								
17	03/05/07	Portland, OR	3/2/2007	LJL41	3/5/2007	LJL41	1	2
18	03/19/07	Portland, OR	3/16/2007	LJL41	3/19/2007	LJL41	3	4
19	03/26/07	Portland, OR	3/26/2007	LJL41	3/26/2007	LJL41	5	6
Inbound								
15	05/16/07	Red Cloud, NE	6/6/2007	LJL41	6/9/2007	LJL41	7	8
18	06/04/06	Red Cloud, NE	6/24/2006	LJL41	6/27/2006	LJL41	9	10
18	06/14/06	Red Cloud, NE	1/6/1900	LJL41	7/6/2006	LJL41	11	12
18	06/24/06	Gibbon, NE	7/9/2006	LJL41	7/18/2006	LJL41	13	14
5	08/13/06	Buffalo Park, KS	8/26/2006	LJL41	8/29/2006	LJL41	15	16
6	08/15/06	Big Sprngs, NE	8/26/2006	LJL41	8/29/2006	LJL41	15	16
8	08/16/06	Victoria, KS	8/26/2006	LJL41	8/29/2006	LJL41	15	16
10	09/23/06	Fremont, NE	10/3/2006	LJL41	10/6/2006	LJL41	17	18
10	09/24/06	Mountain Lake, MN	10/3/2006	LJL41	10/6/2006	LJL41	17	18
10	10/07/06	Sioux City, IA	10/17/2006	LJL41	10/20/2006	LJL41	19	20
							<u>172</u>	

Train Miles 20 48 miles x 2 (RT) x 20 Trps 819
 Train Hours 5 hours per RT x 20 trips 100

Daily crew wages - Overtime \$100 - Straight Time - \$67 \$ 400

Crew Wages 20 trps \$ 8,000

Forecast Year - Tintic Industrial Lead - Spanish Fork, UT to Elberta, UT

Number Of Cars	Destination/ Origin	On Branch Date			Number of Trips	
		Arrived	Local	Departed		
Multiple Cars						
Outbound						
20	Portland, OR		LJL41		LJL41	1 2
20	Portland, OR		LJL41		LJL41	3 4
20	Portland, OR		LJL41		LJL41	5 6
Inbound						
19	Red Cloud, NE		LJL41		LJL41	7 8
19	Red Cloud, NE		LJL41		LJL41	9 10
19	Red Cloud, NE		LJL41		LJL41	11 12
19	Gibbon, NE		LJL41		LJL41	13 14
19	Red Cloud, NE		LJL41		LJL41	15 16
19	Fremont, NE		LJL41		LJL41	17 18
19	Mountain Lake, MN		LJL41		LJL41	19 20
19	Sioux City, IA		LJL41		LJL41	21 22
<u>212</u>						<u>22</u>
Single Cars						
30	Casa Grande, AZ					
36	Lincoln, NE					
27	Canada- Eastport, ID					
23	Mankato, MN					
8	Fort Morgan					
<u>12</u>	Cedar Rapids					
<u>136</u>						
<u>348</u>						

Twice a week Service 104

Train Miles	20 48 miles x 2 (RT) x 104 Trips	4,260
Train Hours	5 hours per RT x 104 trips	520
Daily Crew Wages	Overtime - \$100 Straight Time \$67	\$ 400
Forecast Annual Crew Wages	- 104 Trips	\$ 41,600

LUL41

PROVO, UT TO PROVO, UT

TRAIN: LUL41 PROVO, UT TO PROVO, UT

 EFFECTIVE: 02/17/07 OPERATES: MO-TU-WE-TH-FR-SA

 TYPE: L-Local/Traveling Switch/Dodger CATEGORY: J-Zone Local/TSE

 POWER REQUIREMENT: NO-2 ** AX-6 ** HP-3000

 POWER SHARES:

 MANAGER/PHONE: RICK GABBERT/356-6110 SERVICE UNIT: 17

 NUMB WO=NO * ATCS=YES * PSEUDO=NO * SEQ CHECK=NO * RCL=NO * IMT=NO

 TAP=YES

1000 MI INSPECTIONS:

 1500 MI INSPECTIONS:

CONNECTION FROM CONNECTION TO

DAY	ARRV STN	DEPT STN	CREW ON DUTY	CREW TIME HR MI	TERM TIME HR:MI	ROAD TIME HR:MI	CREW MILES
--- DAY 0 ---							
OR-STA	PROVO	UT (UP076)	700A 600A				
WK-STA	SPAFORK	UT (UP085)	1000A 1130A		1:30	3:00	
WK-STA	CUTLER	UT (UP058)	1230P 200P		1:30	1:00	
TM-STA	PROVO	UT (UP076)	600P	12:00		4:00	N/A
TOTALS			CR-1		3:00	8 00	N/A

WORK:

PROVO UT (UP076) OR-EOT (REAR END)
 OR-PROV (Provo)
 OR-INDU (Industry)
 Connection Standards for LUL41 (ETD 700A MTWTFSS)
 Yblk IND1 * cutoff 900P S T T *depart next day
 Yblk INP1 * cutoff 530A M W F *depart same day

SPAFORK UT (UP085) PU-PROV (Provo) FROM YARD
 PU-INDU (Industry) FROM YARD
 Connection Standards for LUL41 (ETD 1130A MTWTFSS)
 Default * cutoff 530A M W F *depart same day

CUTLER UT (UP058) PU-PROV (Provo) FROM YARD

Normalized M of W and Rehabilitation Cost

M.P. 5.52 to 26 00
M.P. 0.00 to 0 00

Equation:

20 48

ESTIMATED ANNUAL MAINTENANCE COST PER MILE FOR THE SEGMENT OF THE
between M.P. 5.52 and M.P. 26.25

CLASS 1 STANDARD

ROADWAY MAINTENANCE	QUANT.	UNIT	COST/UNIT	CYCLE OR LIFE	AVE. COST PER MILE	FORECAST YEAR % DRI RATE	THE FORECAST TOTAL
PROGRAMMED TRACK MAINTENANCE							
Replace Ties 270/mi ea 8 yrs	270	per mile					
Cross Ties 7 x 9 x 8' & Spikes	5,580	Each	\$38 50	8 yrs	\$1,209	1 01	\$1,312
Switch Ties (20% replacement)	214	Each	\$66 00	8 yrs	\$73	1 01	\$74
Replace cross ties	4,61	Days	\$22,500	8 yrs	\$633	1 02	\$639
Replace switch ties	10 70	Days	\$1,500	8 yrs	\$98	1.02	\$99
Company Service	725	Crew/Miles	\$9 00	8 yrs	\$40	1.02	\$40
Work Train Service	1 44	Days	\$1,000.00	8 yrs	\$9	1.02	\$9
Unload ties (Contract)	5,744	Each	\$0.50	8 yrs	\$18	1.02	\$18
Pick up & dispose of scrap ties (Contract)	5,744	Each	\$1 50	8 yrs	\$53	1 02	\$54
MSE	0 80	%			\$11		\$11
Sales Tax	4 00	%			\$55		\$55
					\$2,289		\$2,311
Surface and Line Track							
Ballast (5 cars/mile)	10,240	Ton	\$8 50	8 yrs	\$408	1 01	\$410
Unload Ballast	4	Days	\$2,000	8 yrs	\$50	1 02	\$51
Surface & Line Track	7	Days	\$10,000	8 yrs	\$417	1.02	\$421
Company Service	730	Crew/Miles	\$9.00	8 yrs	\$40	1 02	\$40
Work Train	4	Days	\$1,000 00	8 yrs	\$25	1 02	\$25
Sales Tax	4 00	%			\$16		\$16
					\$954		\$983
Road Crossings (45 Ea)							
Prefab crossings	94	Ft.	\$70 00	15 yrs	\$21	1 01	\$21
Asphalt Crossings	258	Ft.	\$85 00	15 yrs	\$71	1 01	\$72
Concrete Crossings	100	Ft.	\$110 00	15 yrs	\$36	1.01	\$36
Gravel Crossing	100	Ft.	\$10 00	20 yrs	\$2	1 01	\$2
Replace Road crossing material	46	Days	\$1,200	15 yrs	\$180	1 02	\$182
Flashing Lights	3	Pair	\$80,000	30 yrs	\$293	1 01	\$296
Install Flashing Lights	3	Pair	\$32,000	30 yrs	\$166	1.02	\$158
Crossbuck Signs	24	Each	\$110.00	20 yrs	\$6	1.01	\$6
Install Crossing Signs(X-bucks)	24	Each	\$70	20 yrs	\$4	1 02	\$4
Whistle Posts	27	Each	\$16.00	20 yrs	\$1	1.01	\$1
Install Whistle Post Signs	27	Each	\$70	20 yrs	\$5	1 02	\$5
MSE	0 80	%			\$1		\$1
Sales Tax	4 00	%			\$3		\$3
					\$779		\$786

Rehab Work	Unit	Tot. Units	Cost / unit	Total	Type
Vegetation Control	Acres	59.5968	\$250 00	\$14,899 20	
Road Crossings	Trk Foot	548	\$850 00	\$465,800 00	
Wood Ties (New)	Each	24868	95 25	\$2,368,677 00	
Switch Ties (New)	Each	105	1650	\$173,250.00	
Switch Points	Each	7	\$500 00	\$3,500.00	85# Rail
Stock Rail	Each	7	\$500 00	\$3,500 00	85# Rail
Frog	Each	1	\$5,000.00	\$5,000 00	85# Rail
Rail (Curve)	Trk Mile	0 68	\$285,000 00	\$194,976 70	85# Rail
Rail Relay	Trk Mile	0.96	\$150,000 00	\$144,329.55	85# Rail
Rail Repalace	Trk Mile	4.35	\$150,000 00	\$652,500 00	75# Rail, needs heavier rail
Surface & Line	Trk Mile	20 48	\$15,000 00	\$307,200.00	
				<u>\$4,333,632.45</u>	

2006 Cost of Capital

**UNION PACIFIC RAILROAD
2006 COST OF CAPITAL**

	Nominal Cost	GDP Deflator	Real Cost	Pre-Tax Adjustment	Pre-Tax Cost	Capital Structure	Weighted Cost	
Preferred Equity	0	1 029	0.0%	63.0%	0.0%	0.00%	0.00%	
Common Equity	1 1518	1 029	11.9%	63.0%	18.9%	69.59%	13.18%	
Debt	1 0536	1 029	2.4%		2.4%	30.41%	0.73%	
								Real Cost of Capital
								13.91%
								13.9%
Preferred Equity	0		0.0%	63.0%	0.0%	0.00%	0.00%	
Common Equity	1 1518		15.2%	63.0%	24.1%	69.59%	16.77%	
Debt	1 0536		5.4%		5.4%	30.41%	1.63%	
								Nominal Cost of Capital
								18.40%
								18.4%
								Deflator (Nominal - Real)
								4.49%
								4.5%

The 2.9% Gross Domestic Product (GDP) price deflator is based on an index of 116,034 for 2006 and 112 737 for 2005, as drawn from Table 1.9 of the February, 2007 SURVEY OF CURRENT BUSINESS

Cost of Capital drawn from September 15, 2006 STB decision, served September 20, 2006

A combined Federal and State Tax rate of 37% was used

2006 Car Hire Receivable and Payable

AAAR Code	Hours	Days
B204	24	1
Total Plain Box Car - 40ft	24	1
B314	3,864	161
B357	1,260	53
B404	12,923	538
B414	17,003	708
B417	6,612	276
B457	9,368	390
B477	2,010	84
B604	629	26
B617	4,251	177
B624	1,575	66
B634	1,568	65
B637	29,477	1,228
B674	1,372	57
Total Plain Box Car >50ft	91,912	3,830
A100	12,417	517
A123	2,210	92
A232	495,352	20,640
A235	7,129	297
A302	2,655,605	110,650
A305	406	17
A332	8,760	365
A400	831	35
A402	2,905,115	121,046
A403	9,082,984	378,458
A405	224,562	9,357
A406	2,013,019	83,876
A407	1,084,238	45,177
A416	48,367	2,015
A427	2,781	116
A432	187,988	7,833
A433	249,110	10,380
A435	150,410	6,267
A436	296,074	12,336
A437	2,705	113
A446	269,294	11,221
A483	648	27
A601	6,890	287
A602	1,414,589	58,941
A603	4,235,347	176,473
A605	5,719	238
A606	2,396,026	99,834
A607	621,713	25,905
A626	44	2
A632	99,258	4,136
A633	540,314	22,513
A635	35,728	1,489
A636	4,289,962	178,748

AAR/Cd	Hours	Days
A645	84,777	3,532
A646	5,697	237
A800	70,427	2,934
A803	6,002	250
A806	4,434,352	184,765
A836	244,740	10,198
	<u>38,191,590</u>	<u>1,591,316</u>

G412	3,831	160
G415	57,231	2,385
G510	4,291	179
G512	35,917	1,497
G514	42,858	1,786
G515	36,992	1,541
G516	37,347	1,556
G517	462	19
G519	7,612	317
G530	152	6
G531	1,197	50
G534	48	2
G535	1,534	64
G537	2,037	85
G547	472	20
G621	6,227	259
G636	2,145	89
G715	6,606	275
G719	433,867	18,078
G736	7,830	326
G742	2,415	101
J301	104,543	4,356
J311	1,242,126	51,755

Total Plain Gondola Cars

	<u>2,037,740</u>	<u>84,906</u>
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E131	181,967	7,582
E141	8,760	365
E231	8,760	365
E240	689	29
E241	1,166,590	48,608
E330	5,324	222
E431	50,548	2,106
E440	1,379,066	57,461
E441	113,775	4,741
E507	1,212,227	50,509
E520	2,048	85
E524	1,090	45
E530	2,949,752	122,906
E531	1,275,691	53,154
E534	6,578,865	274,119
E540	191,630	7,985
E541	62,475	2,603
E544	1,838	77

AAR/Cd	Hours	Days
E600	58	2
E630	77,539	3,231
E640	57,935	2,414
E730	3,257,908	135,746
E735	259,218	10,801
E830	30,091	1,254
Total Equipper Gondola Cars	18,873,844	786,410
C111	4,761,980	198,416
C112	5,262,206	219,259
C113	33,989,057	1,416,211
C114	8,137,724	339,072
C311	34,004	1,417
C312	442	18
C313	5,836,731	243,197
C314	4,465,588	186,066
C413	818,745	34,114
C414	21,613	901
C513	7,518	313
Total Covered Hopper Cars	63,335,608	2,638,984
H150	6,841	285
H230	1,840	77
H240	38	2
H250	14,519	605
H330	38	2
H340	1,830,378	76,266
H350	12,048,907	502,038
H351	9,052,573	377,191
H352	10,924	455
Total Open Top Hopper Cars - GS	22,966,058	956,919
J300	844,091	35,170
K147	8,655	361
K247	1,454,179	60,591
K340	5,082	212
K341	1,399,444	58,310
K345	3,508	146
K347	15,181	633
Total Open Top Hopper Cars - SS	3,730,140	155,423
R460	10,743	448
R470	12,793,193	533,050
R660	3,581,264	149,219
R661	49,987	2,083
R690	8,578	357
Total Refrigerator Cars - Mech	16,443,765	685,157
R400	596,956	24,873
R403	286	12
R410	5,894,953	245,623

FAAR Code	Hours	Days
R600	29,779	1,241
R610	1,800,469	75,020
Total Refrigerator Cars - Non Mech	8,322,443	346,768
P434	17,520	730
S162	73,117	3,047
S170	98,202	4,092
S174	3,166	132
S175	163,561	6,815
S364	4,327	180
S367	1,510,180	62,924
S560	85,648	3,569
Total Flat Cars - TYOFC/COFC	1,955,721	81,488
V411	5,059,678	210,820
V418	3,720	155
V442	128	5
V498	578,224	24,093
V941	1,526,972	63,624
V961	202,629	8,443
V971	808,745	33,698
V978	1,246	52
Total Flat Cars - Multi-level	8,181,342	340,889
F102	5,621	234
F106	2,583	108
F202	23,936	997
F203	1,968	82
F206	7,276	303
F306	2,406	100
Total Flat Cars - General Service	43,790	1,825
F114	1,863	78
F115	8,834	368
F116	33,826	1,409
F123	18,668	778
F124	3,078	128
F126	47,230	1,968
F141	2,802	117
F151	1,605	67
F152	155	6
F153	533	22
F154	7,530	314
F155	4,188	175
F212	385	16
F213	6,210	259
F215	19,092	796
F216	829	35
F223	94,741	3,948
F226	6,105	254
F242	68,109	2,838

AAAR Cd	Hours	Days
F243	2,351,996	98,000
F252	32,200	1,342
F253	16,315	680
F255	19,279	803
F283	24,696	1,029
F311	6,741	281
F312	11,957	498
F323	1,788,011	74,500
F326	349	15
F342	16,116	672
F343	99,042	4,127
F352	5,702	238
F353	1,817	76
F355	834	35
F383	1,058,792	44,116
F411	225,822	9,409
F412	4,301	179
F421	66,247	2,760
F422	977	41
F423	235,059	9,794
F442	1,377	57
F443	16,580	691
F453	715,454	29,811
F455	196	8
F483	2,430,423	101,268
F826	477	20
Total Flat Cars - Other	9,456,543	394,023
T104	270	11
T105	10,322	430
T470	13	1
Total Tank Cars - Under 22,000 Gal	10,605	442
L027	1,135	47
L078	8,760	365
Total All Other Freight Cars	9,895	412

Unión Pacific Railroad
Foreign Car Hire Payments By AAR_Cd
2006

0068

AAR Code	PAid	Hrs	Days	PAid Miles
B100		1	0	0
Plain Box Car - 40 Ft		1	0	0
B303	122		5	0
B304	184,995		7,708	714,654
B313	158		7	1,400
B314	2,304,313		96,013	8,836,995
B317	21,770		907	83,833
B404	92,969		3,874	326,568
B410	457		19	2,071
B414	1,090,968		45,457	4,140,340
B415	457,864		19,078	1,543,467
B417	289,810		12,075	1,078,856
B424	82,426		3,434	494,918
B427	17,617		734	96,215
B434	6,701		279	36,411
B435	115,880		4,828	463,772
B437	129,465		5,394	192,097
B604	2,228		93	14,927
B607	1,623		68	9,913
B614	237,025		9,876	1,038,842
B615	44,662		1,861	208,684
B617	211,197		8,800	915,719
B634	140,848		5,869	701,317
B635	1,145,552		47,731	5,345,816
B637	275,392		11,475	1,397,520
Plain Box Car - 50Ft>	6,854,042		285,585	27,644,335
A232	500,432		20,851	714,891
A302	22,023,485		917,645	87,068,170
A303	1,881,405		78,392	8,781,798
A305	1,178,642		49,110	4,880,452
A306	677,249		28,219	3,257,582
A307	806,607		33,609	4,253,624
A310	7,523		313	37,905
A312	340		14	2,095
A322	1,097,559		45,732	4,131,721
A332	2,994,500		124,771	11,715,623
A333	77,796		3,242	365,629
A335	172,777		7,199	645,994
A346	63,107		2,629	264,069
A400	87		4	0
A402	23,465,418		977,726	98,238,314
A403	8,153,785		339,741	32,491,245
A405	8,147,439		339,477	31,113,029
A406	10,371,585		432,149	35,267,741
A407	360,810		15,034	1,367,482
A410	13,460		561	70,657
A413	3,381		141	16,238
A415	564		24	2,980

Union Pacific Railroad
Foreign Car Hire Payments By AAR_Cd
2006

0069

AAR Code	Paid	Hrs	Days	Miles
A416	40,094	1,671		158,653
A422	4,798	200		19,843
A425	932	39		2,656
A430	144	6		1,126
A432	1,529,844	63,744		6,500,439
A433	484,100	20,171		2,658,543
A435	905,620	37,734		3,184,315
A436	243,928	10,164		1,085,805
A445	70,670	2,945		161,066
A446	99,856	4,161		459,932
A507	622,164	25,924		2,783,848
A602	1,059,001	44,125		5,333,693
A603	8,175,082	340,628		35,604,825
A605	1,395,806	58,159		6,288,646
A606	9,386,491	391,104		43,601,235
A607	6,771	282		32,422
A622	229	10		960
A626	15,641	652		70,083
A632	994,414	41,434		5,114,812
A633	748,859	31,202		3,273,502
A635	527,650	21,985		2,374,204
A636	938,486	39,104		5,116,946
A645	53,657	2,236		230,817
A706	1,577	66		7,482
A800	282,229	11,760		829,360
A806	2,644,482	110,187		12,732,090
A816	525	22		3,417
A830	140,368	5,849		762,525
A836	1,170,564	48,774		5,582,630
Total Equipped Box Cars	113,541,933	4,730,914		468,663,114
G110	4,645	194		20,645
G111	15,186	633		27,794
G112	5,121	213		18,595
G114	24,876	1,037		28,101
G115	191	8		532
G116	3,835	160		13,197
G118	433	18		2,862
G119	31,375	1,307		123,044
G314	21,853	911		93,774
G412	3,081	128		9,439
G510	19,210	800		49,410
G511	316	13		252
G512	486,549	20,273		1,029,060
G513	205,274	8,553		394,540
G514	1,072,974	44,707		3,348,257
G515	241,648	10,069		753,033
G516	449,343	18,723		1,391,995
G517	8,005	334		18,194
G518	1,511	63		3,844
G519	130,178	5,424		305,401

Union Pacific Railroad
Foreign Car Hire Payments By AAR_Cd
2006

! 0070

AAR Code	Paid	Hrs	Days	Pd Miles
G520	6,591	275	14,559	
G522	8,204	342	17,943	
G524	2,185	91	6,561	
G525	36,615	1,526	102,139	
G531	166	7	0	
G534	1,486	62	3,288	
G535	1,093	46	2,666	
G537	1,896	79	7,886	
G610	736	31	463	
G611	523	22	206	
G612	4,896	204	17,183	
G616	45,171	1,882	166,243	
G619	25,487	1,062	96,246	
G620	1,217	51	464	
G716	52,462	2,186	179,920	
G719	401,439	16,727	1,440,371	
J203	3,012	126	6,454	
J301	204,914	8,538	902,286	
J303	727	30	3,028	
J304	408	17	2,000	
J311	19,422,683	809,278	231,990,663	
J312	699,507	29,146	8,143,506	
Total Plain Gondola Cars	23,647,022	985,293	250,736,044	

E100	67,297	2,804	527,768
E130	774,223	32,259	2,531,699
E132	374	16	1,073
E134	27,070	1,128	41,778
E141	5,587	233	17,030
E142	321,042	13,377	1,232,875
E145	4,081	170	10,483
E231	287,947	11,998	814,629
E232	1,183	49	6,448
E241	6,507,970	271,165	29,215,412
E242	368,063	15,336	1,545,511
E300	4,358	182	12,264
E330	564,979	23,541	1,798,662
E331	119,102	4,963	240,775
E334	28,238	1,177	40,419
E341	15,233	635	43,323
E430	1,550	65	5,746
E431	26,651	1,110	91,274
E432	36,051	1,502	106,007
E440	27,798	1,158	86,219
E441	1,979,704	82,488	7,255,856
E442	277,719	11,572	813,205
E500	113,788	4,741	49,622
E507	162,742	6,781	224,518
E520	299,722	12,488	1,676,682
E524	1,693	71	6,991
E530	12,562,693	523,446	36,414,048

Union Pacific Railroad
Foreign Car Hire Payments By AAR_Cd
2006

0071

AAR Code	Paid	Hires	Days	Rd Miles
E531	824,331	34,347	2,781,502	
E532	1,807	75	7,304	
E534	4,355,321	181,472	11,786,685	
E535	17,277	720	56,393	
E537	2,555	106	1,949	
E540	17,139	714	99,821	
E541	247,489	10,312	674,960	
E542	8,917	372	34,606	
E544	24,701	1,029	73,990	
E620	38,923	1,622	177,035	
E621	1,723	72	3,020	
E630	675,272	28,136	1,473,261	
E631	109,948	4,581	401,484	
E632	326	14	2,036	
E634	31,531	1,314	115,194	
E640	33,479	1,395	164,213	
E641	1,358,140	56,589	5,724,571	
E642	31,047	1,294	20,433	
E644	3,833	160	21,733	
E700	12,625	526	26,264	
E707	293	12	134	
E720	23	1	0	
E730	3,225,095	134,379	8,275,811	
E731	4,124	172	15,594	
E734	18,376	766	87,205	
E735	3,383,385	140,974	8,499,894	
E737	5,957	248	17,755	
E830	257,730	10,739	800,868	
Total Equipped Gondola Cars	39,278,225	1,636,593	126,154,032	
C111	673,534	28,064	1,584,428	
C112	5,490,481	228,770	14,498,500	
C113	36,840,805	1,535,034	135,227,871	
C114	7,005,731	291,905	32,424,912	
C213	52	2	0	
C214	47	2	14	
C311	137	6	766	
C312	56,692	2,362	168,628	
C313	3,769,866	157,078	9,754,114	
C314	1,245,928	51,914	2,287,600	
C413	411,127	17,130	375,518	
C414	600	25	0	
C512	6,064	253	10,319	
C612	6,608	275	22,532	
C614	19,895	829	106,122	
Total Covered Hopper Cars	55,527,567	2,313,649	196,461,324	
H130	456	19	560	
H230	20,558	857	19,146	
H250	830	35	888	
H330	19,487	812	23,511	

Union Pacific Railroad
Foreign Car Hire Payments By AAR_Cd
2006

0072

AAR Code	Paid, Hrs	Days	Pd, Miles
H340	1,739,004	72,459	2,476,929
H350	756,233	31,510	2,378,951
H351	207,776	8,657	377,995
H352	7,417	309	95,835
Total Open Top Hopper - GS	2,751,761	114,657	5,373,815
J300	6,394	266	4,560
K140	326	14	1,394
K240	1,454	61	2,499
K247	813	34	1,451
K304	953	40	5,513
K320	1,247	52	2,907
K340	3,220,289	134,179	10,953,078
K341	9,795,485	408,145	116,861,116
K342	689	29	4,884
K344	15,861	661	40,547
K345	22,632	943	78,684
K346	6,089,947	253,748	68,076,126
K347	8,640	360	17,531
K380	16,413	684	2,614
Total Open Top Hopper - SS	19,181,143	799,214	196,052,904
R460	25,689	1,070	37,832
R470	132,103	5,504	174,290
R660	163,636	6,818	84,465
Total Refrigerator Cars - Mech	321,428	13,393	296,587
R310	1,391	58	9,530
R400	54,744	2,281	215,390
R410	8,374,930	348,955	36,747,318
R600	54,091	2,254	180,628
R610	1,802,882	75,120	9,900,701
Total Refrigerator Cars - Non Mech	10,288,038	428,668	47,053,567
P380	16,560	690	121,805
P432	10,396	433	32,627
P433	11,253	469	58,546
P440	72,965	3,040	604,529
P480	96,643	4,027	700,490
P533	22,048	919	119,686
P713	4,371	182	47,372
P720	3,088	129	6,987
P751	1,926	80	9,977
P752	134,787	5,616	1,194,688
P782	344,141	14,339	1,551,904
P812	683	28	2,455
P813	9,047	377	28,389
P823	8,725	364	32,821
P830	2	0	22
P831	49,542	2,064	561,065
P832	2,862	119	33,575

Union Pacific Railroad
Foreign Car Hire Payments By AAR_Cd
2006

! 0073

AAR Code	Paid	Hrs	Days	Miles
P833	14,231	593	161,124	
P834	13,104	546	131,820	
P836	30,036	1,252	307,408	
P841	477,255	19,886	4,385,959	
P842	200,605	8,359	691,215	
P852	351,480	14,645	2,843,383	
P862	106,194	4,425	976,632	
P872	5,276	220	19,466	
P880	312,159	13,007	2,589,060	
P883	1,419	59	10,456	
Q128	939	39	11,036	
Q452	5,723	238	38,672	
Q520	40,758	1,698	447,373	
Q530	866	36	9,112	
Q720	11,961	498	89,668	
Q730	265,761	11,073	3,230,894	
Q750	49,502	2,063	403,488	
Q752	4,895	204	47,668	
S110	5,083	212	47,137	
S130	310	13	0	
S150	523,577	21,816	5,547,986	
S152	7,346	306	83,299	
S160	873	36	66	
S162	1,771,908	73,830	19,546,154	
S171	982	41	9,252	
S174	183,820	7,659	2,022,825	
S175	185,439	7,727	2,052,761	
S178	119,913	4,996	1,327,650	
S310	1,020	43	11,779	
S312	557,221	23,218	6,550,813	
S313	1,674,008	69,750	20,103,022	
S314	163	7	0	
S317	3,618	151	795	
S332	246,906	10,288	2,786,439	
S333	1,156,578	48,191	13,855,611	
S342	5,844	244	61,432	
S350	21,244	885	160,872	
S364	2,799	117	26,760	
S367	2,361,529	98,397	27,115,152	
S368	82,243	3,427	952,193	
S410	123	5	0	
S450	291,012	12,126	3,158,179	
S566	82,584	3,441	922,823	
S610	7,384,409	307,684	93,561,320	
S615	116,426	4,851	1,425,225	
S635	8,277,455	344,894	102,001,001	
Total Flat Cars TOFC/COFC	27,745,636	1,156,068	324,831,918	
V295	2,840	118	10,550	
V401	167,737	6,989	1,124,343	
V411	1,879,112	78,296	13,221,580	

Union Pacific Railroad
Foreign Car Hire Payments By AAR_Cd
2006

! 0074

AAR Code	Paid	Hrs	Days	Miles
V412	1,951	81	17,347	
V413	13,804	575	93,754	
V415	53,456	2,227	336,451	
V441	151,512	6,313	1,047,119	
V442	597,048	24,877	4,303,747	
V443	61,342	2,556	452,348	
V491	57,295	2,387	351,134	
V498	43,970	1,832	189,785	
V778	1,283,433	53,476	9,725,751	
V800	(495)	(21)	130	
V860	(712)	(30)	65	
V941	709,899	29,579	5,131,012	
V961	316,238	13,177	2,396,440	
V962	7,385	308	52,319	
V971	3,385,160	141,048	26,146,679	
V972	940,602	39,192	7,288,956	
V973	77,270	3,220	613,760	
V976	1,334,689	55,612	10,386,801	
V978	496,788	20,700	3,844,152	
V981	35,079	1,462	252,673	
Total Flat Cars - Multi-level	11,615,403	483,975	86,986,896	
F101	294	12	407	
F102	5,460	228	14,179	
F103	1,893	79	5,024	
F201	20,174	841	53,447	
F202	91,146	3,798	299,393	
F203	70,782	2,949	251,545	
F302	50,856	2,119	207,346	
F303	171,060	7,128	626,217	
Total Flat Cars - General Service	411,665	17,153	1,457,558	
F113	10,721	447	13,154	
F116	47,353	1,973	91,189	
F122	23,565	982	29,822	
F123	204,731	8,530	265,941	
F125	52,387	2,183	88,681	
F126	302,435	12,601	609,344	
F131	8,760	365	0	
F141	6,260	261	18,928	
F142	1,828	76	2,274	
F144	15,940	664	29,546	
F145	8,655	361	4,570	
F151	899	37	890	
F152	0	0	0	
F154	4,626	193	374	
F155	1,528	64	5,659	
F211	4,629	193	10,036	
F212	7,231	301	19,113	
F213	16,474	686	37,380	

Union Pacific Railroad
Foreign Car Hire Payments By AAR_Cd
2006

| 0075

AAR Code	Paid	Hrs	Days	Miles
F216	919	38	0	
F222	62,556	2,607	218,747	
F223	14,119	588	28,460	
F226	226,793	9,450	1,268,568	
F231	2,582	108	9,394	
F241	488,833	20,368	1,416,742	
F242	242,121	10,088	592,224	
F243	629,068	26,211	2,229,752	
F251	297,794	12,408	1,030,079	
F252	142,914	5,955	455,341	
F253	635,313	26,471	2,312,027	
F255	12,997	542	22,851	
F281	94,381	3,933	497,344	
F283	1,553	65	4,494	
F311	26,429	1,101	70,292	
F312	166,695	6,946	398,025	
F313	22,026	918	60,153	
F314	1,333	56	2,076	
F316	13,459	561	41,280	
F322	16,111	671	56,236	
F323	155,728	6,489	489,555	
F326	713,024	29,709	4,556,500	
F331	2,595	108	5,413	
F341	69,438	2,893	234,658	
F342	126,218	5,259	355,979	
F343	485,009	20,209	1,470,323	
F344	262	11	790	
F351	1,510	63	280	
F352	33,316	1,388	123,079	
F353	551,372	22,974	1,845,726	
F383	3,898,627	162,443	16,447,830	
F401	36,755	1,531	53,175	
F402	5,939	247	0	
F403	380,565	15,857	790,950	
F405	51,511	2,146	43,400	
F411	30,538	1,272	111,832	
F413	179,850	7,494	516,660	
F414	2,081	87	1,308	
F421	51,779	2,157	46,634	
F422	13,778	574	13,384	
F423	209,286	8,720	792,961	
F431	33,422	1,393	109,807	
F432	22,632	943	61,695	
F433	81,323	3,388	190,836	
F434	7,386	308	21,851	
F441	171,554	7,148	639,107	
F443	708,156	29,507	1,874,645	
F451	61,933	2,581	164,106	
F452	8,055	336	24,160	
F453	519,830	21,660	2,141,926	
F481	15,487	645	36,400	

Union Pacific Railroad
Foreign Car Hire Payments By AAR_Cd
2006

0076

AAR Code	Paid	Hrs	Days	Pd Miles
F483	43,495,757	1,812,323	184,294,181	
F484	50,975	2,124	90,056	
F493	127	5	0	
F526	1,013	42	2,459	
F626	6,614	276	48,899	
F716	6,183	258	7,644	
F726	7,648	319	13,603	
F826	55,904	2,329	60,836	
Total Flat Cars - Other	56,069,198	2,336,217	229,623,634	
T054	351,492	14,646	749,682	
T105	1,262	53	4,049	
T107	344	14	0	
Total Tank Car - Under 22,000 G	353,098	14,712	753,731	
L006	6,153	256	0	
L008	92,937	3,872	316,737	
L026	90,492	3,771	291,984	
L027	89,847	3,744	205,146	
L028	579	24	2,956	
L047	286,933	11,956	757,716	
L063	210	9	381	
L070	22,501	938	98,149	
L077	8,025	334	19,574	
F472	2,466	103	13,021	
F272	286	12	1,436	
F273	16,959	707	33,975	
F172	44	2	0	
F373	12,524	522	43,715	
Q810	12,208	509	221,981	
Q811	617,687	25,737	12,382,501	
Q813	89,078	3,712	1,800,117	
Total All Other Freight Cars	1,348,929	56,205	16,189,389	

Multiple Car Adjustment

**OFF BRANCH URCS COSTS
MULTIPLE CAR ADJUSTMENT – COVERED HOPPER**

Tintic Industrial Lead

	Base Year	Forecast Year
Switch Engine Minute Cost (Applies to RR & Privates)		
Covered Hopper - - Regular Terminal (23c)	\$36 54272	\$37 47236
Reduction for Multiple Cars 50%	0 500	0 500
Reduction for Multiple Car Movement per Car	\$18 27136	\$18 73618
Times Number of Cars in Multiple Shipments	167	212
Reduction for Switch Engine Minute Cost for Multiple Cars	\$3,051	\$3,972
Car-Mile (Yard) (Applies to RR Owned Cars)		
Covered Hopper - - Regular Terminal (26g)	\$0 85523	\$0 87372
Reduction for Multiple Cars 50%	0 500	0 500
Reduction for Multiple Car Movement per Car	\$0 42762	\$0 43686
Times Number of Cars in Multiple Shipments	167	212
Reduction for Car-Mile (Yard) Cost for Multiple Cars	\$71	\$93
Car-Day (Yard) (Applies to RR Owned Cars)		
Covered Hopper - - Regular Terminal (22m)	\$17 47860	\$17 80871
Reduction for Multiple Cars 50%	0 500	0 500
Reduction for Multiple Car Movement per Car	\$8 73930	\$8 90338
Times Number of Cars in Multiple Shipments	167	212
Reduction for Car-Day (Yard) Cost for Multiple Cars	\$1,459	\$1,888
Clerical Costs - Regular Terminal		
Clerical Cost (22b)	\$14 46448	\$14 83246
Reduction for Multiple Cars	0 250	0 250
Reduction for Multiple Car Movement per Car	\$3 61612	\$3 70812
Number of Cars in Multiple Shipments	167	212
Number of Multiple Shipments	12	11
Number of Cars for Reduction	155	201
Reduction for Clerical Cost for Multiple Cars	\$560	\$745
Clerical Costs - Modified Terminal		
Clerical Cost (22b)	\$14 46448	\$14 83246
Reduction for Multiple Cars	0 250	0 250
Reduction for Multiple Car Movement per Car	\$3 61612	\$3 70812
Number of Cars in Multiple Shipments	167	212
Number of Multiple Shipments	12	11
Number of Cars for Reduction	155	201
Reduction for Clerical Cost for Multiple Cars	\$560	\$745
Total Multiple Car Adjustment	\$5,701	\$7,443
Adjusted by Inflation	\$5,826	\$7,800

Make Whole Adjustment

Appendix A
Manual Make-Whole Work Sheet
Railroad -

0080

		Private Owned Cars Only	Railroad Owned Cars Only
1	Calculation of Switching Add-On Single car movements only (1 to 5 cars)	XX	XX
1 (a)	Number of industry switching events (see Make-Whole Definition Sheet item A-1)	0	0
1 (b)	Make-whole add-on per industry switching event (see Make-Whole Data Sheet item B-1)	0	0
Sum 1	Switching Add-On = 1 (a) x 1 (b)	0	0
2	Calculation of Station Clerical Add-On Single car movements only (1 to 5 cars)	XX	XX
2 (a)	Carloads originated and terminated (see Make-Whole Definition Sheet item A-2)	0	0
2 (b)	Make-whole add-on per carload originated and terminated (see Make-Whole Data Sheet item B-2)	0	0
Sum 2	Station Clerical Add-On = 2 (a) x 2 (b)	0	0
3	Calculation of Interchanged Switching Add-On Single and multiple car movements (1 to 49 cars)	XX	XX
3 (a)	Single and multiple carloads interchanged (see Make-Whole Definition Sheet item A-3)	0	0
3 (b)	Make-whole add-on per carload interchanged (see Make-Whole Data Sheet item B-3)	0	0
Sum 3	Interchange Switching Add-On = 3 (a) x 3 (b)	0	0
4	Calculation of Mileage Add-On Single and multiple car movements (1 to 49 cars)	XX	XX
4 (a)	Car-miles in thousands (see Make-Whole Definition Sheet item A-4)	0	0
4 (b)	Make-whole add-on per thousand car miles (see Make-Whole Data Sheet Item B-4)	0	0
Sum 4	Milage Add-On = 4 (a) x 4 (b)	0	0
	Calculation of Total Make-Whole Add-On		

5 .	Sum 1 + Sum 2 + Sum 3 + Sum 4	0	0
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Appendix A

Manual Make-Whole Definition Sheet

(A-1) Industry Switching Events - Carloads originated and terminated times the spotted and pulled ratio for car type (see Manual Make-whole data sheet Item B-5). Phase III worktable location line 305.

Local = 2 times number of cars times spotted and pulled ratio for car type.

Originated and Forwarded = 1 times number of cars times the spotted and pulled ratio for car type.

Received and Terminated = 1 times number of cars times the spotted and pulled ratio for car type

Bridge = N/A

(A-2) Carloads Originated & Terminated - Phase III worktable location; Non-TOFC line 252, TOFC line 251.

Local = 2 times number of cars.

Originated and Forwarded = 1 times number of cars.

Received and Terminated = 1 times number of cars.

Bridge = N/A

(A-3) Carloads Interchanged - Number of cars times number of interchanges per car times empty to loaded ratio for car type (see Manual Make-Whole Data Sheet (Item B-5). Phase III worktable location line 308.

Local = N/A.

Originated and Forwarded = 1 times number of cars times empty to loaded ratio for car type.

Received and Terminated = 1 times number of cars times empty to loaded ratio for car type.

Bridge = 2 times number of cars times empty to loaded ratio for car type.

(A-4) Car miles in thousand's - Number of cars times miles times empty to loaded ratio for car type divided by 1000. Phase III worktable location "Car Miles Including Empty

2005 UPRR URS MAKE-WHOLES : 0082

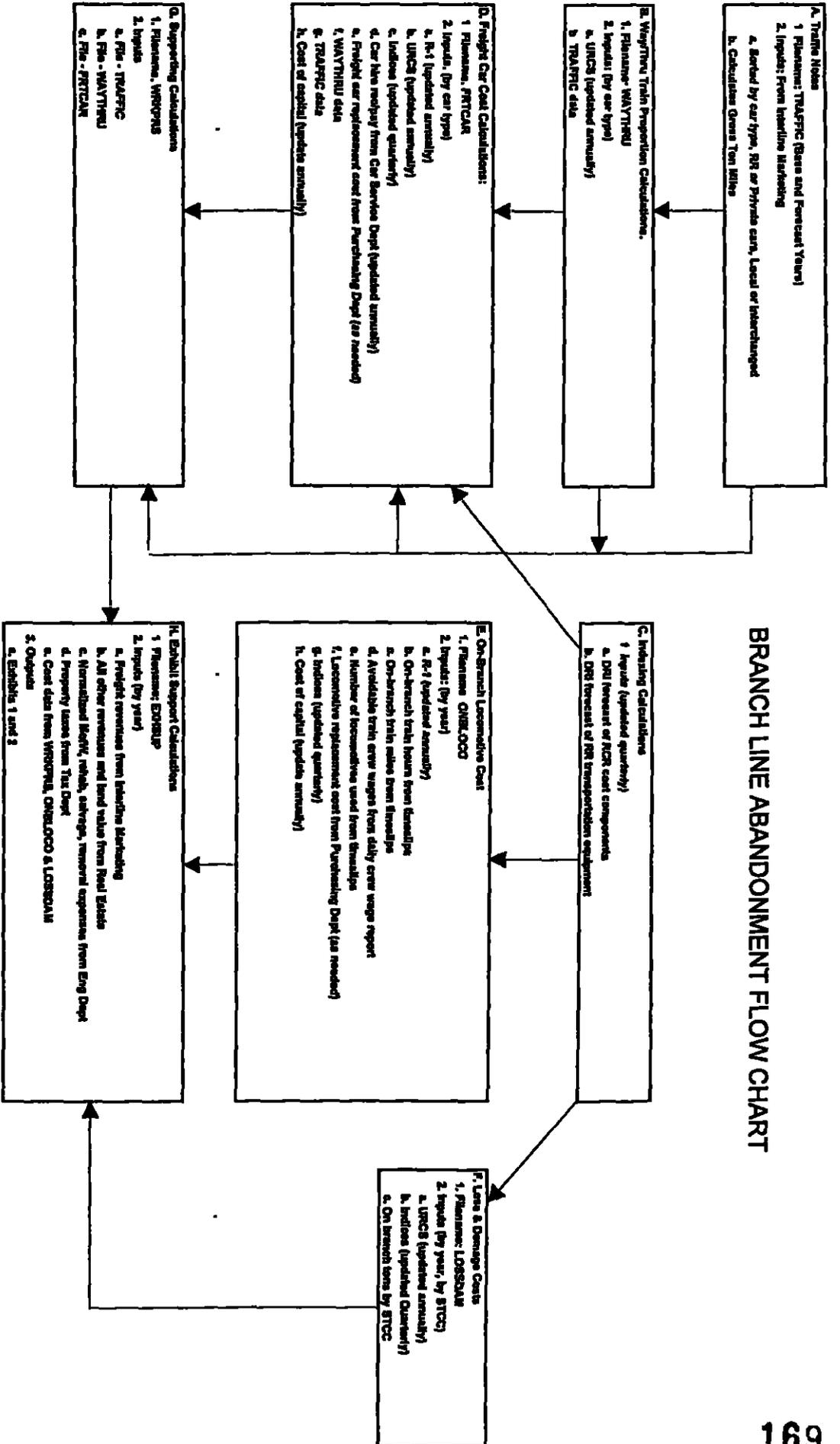
<E2P3L301 C1="60.4328072074065" C2="53.1895922475233" />
 <E2P3L302 C1="18.2058632118418" C2="4.54633620853601" />
 <E2P3L303 C1="13.4154716708301" C2="12.6046422372951" />
 <E2P3L304 C1="80.3541732121075" C2="64.8819177432354" />
 <E2P3L305 C1="13.4844514697289" C2="13.3265213616371" />

	<u>PRIVATE</u>	<u>RR</u>
INDUSTRY SWITCH	53.189592	60.432807
CARLOAD ORG. + TERM STATE - FEDERAL	4.546336	18.205863
CARLOAD INTERCHANGED	12.604642	13.415472
PER THOUSAND CAR-MILES	64.881918 + 13.326521 <hr/> 78.208439	80.354173 + 13.484451 <hr/> 93.838624

Flowchart



BRANCH LINE ABANDONMENT FLOW CHART



Exhsup

Wrkprs Spreadsheet

(Filename:WRKPRS)

Branch: Elberta Industrial Lead (Tintic Branch)

Date: July 6, 2007

By: HM

Summary for File:EXHSUP

	Base Year	Forecast Year
Total of 3,4,8 & 9 above for line 5g of EXHSUP		
L 3:On-branch Non-ROI cost per car day-RR cars	\$11,126	\$22,931
L.8 On-branch Non-ROI cost per car day-Pvt cars	0	0
L 4:On-branch Non-ROI cost per car mile-RR cars	697	1,430
L 9:On-branch Non-ROI cost per car mile-Pvt cars	0	0
Total On-Branch Non-ROI Cost	<u>\$11,823</u>	<u>\$24,361</u>
Total of 12 for 5h of EXHSUP		
ROI On-Branch Freight Car Cost	<u>\$16,499</u>	<u>\$33,381</u>
Total of 14,16,19,26,28,31,21,33,23,35, 46,& 57 above for line 6a of EXHSUP		
L 14 Off-branch Non-ROI modified term -RR car	\$18,734	\$38,703
L.26 Off-branch Non-ROI modified term -Pvt car	0	0
L.16 Off-branch Non-ROI regular term -RR car	19,053	32,523
L 28 Off-branch Non-ROI regular term.-Pvt car	0	0
L.19 Off-branch Non-ROI I/C term -RR car	2,962	8,679
L.31:Off-branch Non-ROI I/C term.-Pvt car	0	0
L 21:Off-branch Non-ROI Carmile cost-RR car	133,865	301,187
L 33:Off-branch Non-ROI Carmile cost-Pvt car	0	0
L 23:Off-branch Non-ROI tonmile cost-RR car	98,751	223,526
L 35:Off-branch Non-ROI tonmile cost-Pvt car	0	0
L 46 Off-branch ROI tonmile cost-RR car	21,038	46,438
L.57 Off-branch ROI tonmile cost-Pvt car	0	0
Total Off-Branch Cost ex FC ROI	<u>\$294,403</u>	<u>\$651,056</u>
Total of 38,49,40,51,42,53,44, & 55 above for line 6b of EXHSUP		
L.38:Off-branch ROI modified term -RR car	\$17,831	\$36,076
L 49:Off-branch ROI modified term.-Pvt car	0	0
L.40:Off-branch ROI regular term.-RR car	12,544	20,941
L.51 Off-branch ROI regular term.-Pvt car	0	0
L 42:Off-branch ROI I/C term -RR car	6,321	18,097
L 53:Off-branch ROI I/C term -Pvt car	0	0
L.44:Off-branch ROI Carmile cost-RR car	48,366	106,514
L 55:Off-branch ROI Carmile cost-Pvt car	0	0
Total Off-Branch Freight Car ROI	<u>\$85,062</u>	<u>\$181,627</u>

Input Screen for: Supporting Calculations (Filename WRKPRS)

Branch: Elberta Industrial Lead (Tintic Branch)

Date: July 6, 2007

By: HM

Covered
Hopper

Number of RR Carloads	
Base Year	172
Forecast Year	348
RR Car Days-On-Branch:	
Base Year	688
Forecast Year	1,392
RR Car Miles-On-Branch	
Base Year	6,880
Forecast Year	13,920
RR Cars Local to the Road.	
Base Year	121
Forecast Year	202
Off-Branch RR Car Miles	
Base Year	156,525
Forecast Year	344,718
Off-Branch RR GTM:	
Base Year	15,699,723
Forecast Year	34,655,142
Number of PV Carloads:	
Base Year	0
Forecast Year	0
PV Total Car Days-On-Branch:	
Base Year	0
Forecast Year	0
PV Total RT Car Miles-On-Branch:	
Base Year	0
Forecast Year	0
PV Cars Local to the Road	
Base Year	0
Forecast Year	0
PV Total Loaded Off-Branch Car Miles.	
Base Year	0
Forecast Year	0
PV Off-Branch GTM:	
Base Year	0
Forecast Year	0

(Filename.WRKPRS)

Branch Elberta Industrial Lead (Tintic Branch)

Date July 6, 2007

By HM

Covered

Hopper

On-Branch Non-ROI Costs RR Owned

1	Cost per Car Day.Non-Roi-RR Freight Car Costs Spreadsheet L 16	
	Base Year	16 17203
	Forecast Year	16 47359
2	Cost per Car Mile Non-Roi-RR Freight Car Costs Spreadsheet L.19	
	Base Year	0 10126
	Forecast Year	0.10273
3	Total Car Day Costs L.1 X Input RR Car Days-On-Branch	
	Base Year	11,126 36
	Forecast Year	22,931 24
4	Total Car Mile Costs L 2 X Input RR Car Miles-On-Branch	
	Base Year	696 67
	Forecast Year	1,430 00
5	Total Non-ROI-RR Car Costs L.3 + L 4	
	Base Year	11,823 03
	Forecast Year	24,361 24

On-Branch Non-ROI Costs PV Owned

6	Cost per Car Day (If Applicable)	
	Base Year	0 00
	Forecast Year	0.00
7	Cost per Car Mile.Non-Roi-PV Freight Car Costs Spreadsheet L.20e	
	Base Year	0 04914
	Forecast Year	0 05041
8	Total Car Day Costs. L 6 X Input PV Car Days-On-Branch	
	Base Year	0 00
	Forecast Year	0 00
9	Total Car Mile Costs. L 7 X Input PV Car Miles-On-Branch	
	Base Year	0 00

(Filename WRKPRS)

Branch: Elberta Industrial Lead (Tintic Branch)

Date July 6, 2007

By: HM

Covered
Hopper

Forecast Year 0 00

10 Total Non-ROI-PV Car Costs:
L 8 + L 9

Base Year 0 00
Forecast Year 0 00

On-Branch ROI Costs:RR Owned

11 ROI Cost per Car Day
Freight Car Costs Spreadsheet L.12i
Forecast Yr sub L.12n for L 12i

Base Year 23 98090
Forecast Year 23 98090

12 Total ROI-RR Car Costs:
L 11 X Input RR Car Days-On-Branch

Base Year 16,498 86
Forecast Year 33,381 41

Off-Branch Non-ROI Costs RR Owned

13 Modified Terminal Non-ROI-RR Cars
Freight Car Costs Spreadsheet L 22o

Base Year 108.91630
Forecast Year 111 21634

14 Total Non-ROI Off-Branch Modified
Terminal Costs RR
L.13 X Input Number of RR Carloads

Base Year 18,733.60
Forecast Year 38,703.29

15 Normal Terminal Non-ROI-RR Cars
Freight Car Costs Spreadsheet L 23f

Base Year 157.46232
Forecast Year 161 00402

16 Total Non-ROI Off-Branch Normal
Terminal Costs:RR
L 15 X Input RR Cars Local to the Road

Base Year 19,052 94
Forecast Year 32,522 81

17 Carloads Interchanged:
Input Number of RR Carloads - Input RR
Cars Local to the Road

(Filename WRKPRS)

Branch. Elberta Industrial Lead (Tintic Branch)

Date July 6, 2007

By HM

Covered

Hopper

	Base Year	51
	Forecast Year	146
18	I/C Terminal.Non-ROI-RR Cars Freight Car Costs Spreadsheet L 24e	
	Base Year	58 08744
	Forecast Year	59.44831
19	Total Non-ROI Off-Branch I/C Terminal Costs.RR L.17 X L 18	
	Base Year	2,962 46
	Forecast Year	8,679 45
20	Cost per Car Mile Non-ROI-RR Freight Car Costs Spreadsheet L 26g	
	Base Year	0 85523
	Forecast Year	0 87372
21	Total Non-ROI Off-Branch Car Mile Costs.RR L 20 X Input Off-Branch RR Car Miles	
	Base Year	133,864 88
	Forecast Year	301,187 01
22	Cost Per Gross Ton Mile Non-ROI-RR Freight Car Costs Spreadsheet L 25j	
	Base Year	0 00629
	Forecast Year	0 00645
23	Total Non-ROI Off-Branch GTM Cost RR L 22 X Input Off-Branch RR GTM	
	Base Year	98,751 26
	Forecast Year	223,525 67
24	Total Non-ROI-RR.Off-Branch Costs. L 14 + L 16 + L.19 + L 21 + L 23	
	Base Year	273,365 14
	Forecast Year	604,618.23
Off-Branch Non-ROI Costs:PV Owned		
25	Modified Terminal:Non-ROI-PV Cars Freight Car Costs Spreadsheet L.27	
	Base Year	37 85245
	Forecast Year	38 81542

(Filename WRKPRS)

Branch. Elberta Industrial Lead (Tintic Branch)

Date: July 6, 2007

By: HM

Covered
Hopper

26	Total Non-ROI Off-Branch Modified Terminal Costs:PV L.25 X Input Number of PV Carloads	
	Base Year	0 00
	Forecast Year	0.00
27	Normal Terminal Non-ROI-PV Cars Freight Car Costs Spreadsheet L.28	
	Base Year	87.54992
	Forecast Year	89 77718
28	Total Non-ROI Off-Branch Normal Terminal Costs:PV L 27 X Input PV Cars Local to the Road	
	Base Year	0 00
	Forecast Year	0.00
29	Carloads Interchanged: Input Number of PV Carloads - Input PV Cars Local to the Road	
	Base Year	0
	Forecast Year	0
30	I/C Terminal Non-ROI-PV Cars Freight Car Costs Spreadsheet L 29	
	Base Year	40 45161
	Forecast Year	41.48069
31	Total Non-ROI Off-Branch I/C Terminal Costs:PV L 29 X L.30	
	Base Year	0.00
	Forecast Year	0 00
32	Cost per Car Mile.Non-ROI-PV Freight Car Costs Spreadsheet L 30	
	Base Year	0 53859
	Forecast Year	0 55231
33	Total Non-ROI Off-Branch Car Mile Costs:PV L 32 X input Off-Branch PV Car Miles	
	Base Year	0.00
	Forecast Year	0 00
34	Cost Per Gross Ton Mile Non-ROI-PV Freight Car Costs Spreadsheet L 25j	

(Filename: WRKPRS)

Branch Elberta Industrial Lead (Tintic Branch)

Date July 6, 2007

By: HM

Covered

Hopper

Base Year	0 00629
Forecast Year	0 00645

35 Total Non-ROI Off-Branch GTM Cost PV
L 34 X Input Off-Branch PV GTM

Base Year	0 00
Forecast Year	0 00

36 Total Non-ROI-PV Off-Branch Costs.
L 26 + L 28 + L 31 + L 33 + L.35

Base Year	0.00
Forecast Year	0 00

Off-Branch ROI Costs RR Owned

37 Modified Terminal ROI-RR Cars
Freight Car Costs Spreadsheet L.31c

Base Year	103.66607
Forecast Year	103.66607

38 Total ROI Off-Branch Modified
Terminal Costs RR
L 37 X Input Number of RR Carloads

Base Year	17,830.56
Forecast Year	36,075 79

39 Normal Terminal ROI-RR Cars
Freight Car Costs Spreadsheet L 32b

Base Year	103.66607
Forecast Year	103 66607

40 Total ROI Off-Branch Normal
Terminal Costs RR
L.39 X Input RR Cars Local to the Road

Base Year	12,543 59
Forecast Year	20,940.55

41 I/C Terminal ROI-RR Cars
Freight Car Costs Spreadsheet L 33b

Base Year	123.94972
Forecast Year	123.94972

42 Total ROI Off-Branch I/C
Terminal Costs RR
L 17 X L.41

Base Year	6,321.44
Forecast Year	18,096.66

(Filename WRKPRS)

Branch: Elberta Industrial Lead (Tintic Branch)

Date July 6, 2007

By: HM

Covered
Hopper

43	Car Mile Cost.ROI-RR Cars Freight Car Costs Spreadsheet L 35b	
	Base Year	0 30900
	Forecast Year	0 30899
44	Total ROI Off-Branch Car Mile Costs:RR L 43 X Input Off-Branch RR Car Miles	
	Base Year	48,366.23
	Forecast Year	106,514 41
45	Cost per Gross Ton Mile:ROI-RR Cars Freight Car Costs Spreadsheet L.34d	
	Base Year	0 00134
	Forecast Year	0 00134
46	Total ROI Off-Branch Ton Mile Costs.RR L 45 X Input Off-Branch RR GTM	
	Base Year	21,037 63
	Forecast Year	46,437 89
47	Total ROI-RR Off-Branch Costs L.38 + L 40 + L 42 + L 44 + L 46	
	Base Year	106,099 45
	Forecast Year	228,065 30

Off-Branch ROI Costs PV Owned

48	Modified Terminal ROI-PV Cars Freight Car Costs Spreadsheet L 36	
	Base Year	7 05091
	Forecast Year	7.05091
49	Total ROI Off-Branch Modified Terminal Costs·PV L 48 X Input Number of PV Carloads	
	Base Year	0 00
	Forecast Year	0.00
50	Normal Terminal ROI-PV Cars Freight Car Costs Spreadsheet L 37	
	Base Year	28 02612
	Forecast Year	28 02612

51 Total ROI Off-Branch Normal

(Filename:WRKPRS)

Branch. Elberta Industrial Lead (Tintic Branch)

Date: July 6, 2007

By HM

Covered
Hopper

Terminal Costs PV		
L.50 X Input PV Cars Local to the Road		
	Base Year	0 00
	Forecast Year	0 00
52	I/C Terminal.ROI-PV Cars	
	Freight Car Costs Spreadsheet L 38	
	Base Year	15 51201
	Forecast Year	15 51201
53	Total ROI Off-Branch I/C	
	Terminal Costs PV	
	L.29 X L 52	
	Base Year	0 00
	Forecast Year	0 00
54	Car Mile Cost ROI-PV Cars	
	Freight Car Costs Spreadsheet L 40	
	Base Year	0 11967
	Forecast Year	0 11966
55	Total ROI Off-Branch Car Mile	
	Costs PV	
	L 54 X Input Off-Branch PV Car Miles	
	Base Year	0.00
	Forecast Year	0 00
56	Cost per Ton Mile ROI-PV Cars	
	Freight Car Costs Spreadsheet L 39	
	Base Year	0 00134
	Forecast Year	0 00134
57	Total ROI Off-Branch Ton Mile	
	Costs.PV	
	L 56 X Input Off-Branch PV GTM	
	Base Year	0.00
	Forecast Year	0.00
58	Total ROI-PV Off-Branch Costs.	
	L 49 + L 51 + L 53 + L 55 + L 57	
	Base Year	0 00
	Forecast Year	0 00

Way/Thru

WAYTHRU CALCULATIONS

(Filename:WAYTHRU)

Branch Elberta Industrial Lead (Tintic Branch)

Date July 5, 2007

By: HM

Covered

INPUT SCREEN

Hopper

Cars Local to Road:RR & PV

Base Year	121
Forecast Year	202

Total Loaded Miles Off-Branch:RR & PV (see file.TRAFFIC (i))

Base Year	156,525
Forecast Year	344,718

WAY/THRU CALCULATIONS

(Filename:WAYTHRU)

Branch Elberta Industrial Lead (Tintic Branch)

Date July 5, 2007

By HM

Covered
Hopper

1 Average Miles/Car in Way Train
E2L201C1

Base Year	17.20026
Forecast Year	17 20026

2 Circuitry Average.
E2L101C7 thru E2L116C7

Base Year	1.148
Forecast Year	1 148

3 Circuitry Factor.
E2L101C6 thru E2L116C6

Base Year	1 164
Forecast Year	1 164

4 Empty/Loaded Ratio
E2L101C4 thru E2L116C4

Base Year	2 01031
Forecast Year	2.01031

5 Way Train Miles per Local to
Road Terminal.
(L 1 / L 2) X (L.3 / L 4)

Base Year	8 67527
Forecast Year	8 67527

6 Loaded Miles-Way Train-Off-Branch:
L 5 X Input Cars Local to Road RR & PV

Base Year	1,049 7078
Forecast Year	1,752.4048

7 Loaded Miles-Thru Train-Off-Branch
Input Total Loaded Miles-Off
Branch RR & PV - L.6

Base Year	155,475 3
Forecast Year	342,965 6

8 Percentage Way Train
L 6 / Input Total Loaded Miles-Off
Branch RR & PV

Base Year	0 0067
Forecast Year	0 0051

9 Percentage Thru Train
L 7 / Input Total Loaded Miles-Off

WAY/THRU CALCULATIONS

(Filename WAYTHRU)

Branch Elberta Industrial Lead (Tintic Branch)

Date: July 5, 2007

By: HM

Covered

Hopper

Branch RR & PV

Base Year 0.9933

Forecast Year 0.9949

10 Average Train Tons-Thru

E2L213C1

Base Year 5,277

Forecast Year 5,277

11 Average Train Tons-Way

E2L212C1

Base Year 2,210

Forecast Year 2,210

12 Weighted Average Train Tons-Off-Branch

(L 10 X L 9) + (L 11 X L 8)

Base Year 5,256.4

Forecast Year 5,261.4

13 Average Locomotive per Train-Way.

E2L209C1

Base Year 2.27741

Forecast Year 2.27741

14 Average Locomotive per Train-Thru

E2L210C1

Base Year 2.67445

Forecast Year 2.67445

15 Weighted Average Locomotives per

Train-Off-Branch.

(L.8 X L 13) + (L.9 X L.14)

Base Year 2.67179

Forecast Year 2.67243

Onbloco Spreadsheet



(Filename ONBLOCO)

Branch Elberta Industrial Lead (Tintic Branch)

Date April 22, 1997

By HM

SUMMARY FOR EXHIBITS

	Base Year	Forecast Year
Total of 3 above for line 5b of EXHSUP		
Maintenance of Equipment Repair & Maintenance	\$686	\$3,660
Locomotive Depreciation	<u>594</u>	<u>3,020</u>
	<u>\$1,280</u>	<u>\$6,749</u>
Total of 8a,4i,5c, & 6f above for line 5c of EXHSUP		
Transportation Train Inspection & Supplies and Lubncation	\$1,314	\$7,007
Locomotive Servicing	188	1,005
Locomotive Fuel	26,035	135,383
Crew Wages	<u>10,899</u>	<u>58,138</u>
Total Transportation	<u>\$38,436</u>	<u>\$201,533</u>
9o for Line 5l of EXHSUP		
On Branch Locomotive ROI - Less Holding Gains	\$1,435	\$5,635
2z for Line GLN1 of EXHSUP		
Maintenance of Equipment Locomotive Depreciation	\$594	\$3,090

Input Screen for: On-Branch Locomotive Costs (Filename: ONBLOCO)

Branch: Elberta Industrial Lead (Tintic Branch)

Date: July 5, 2007

By: HM

	<u>Base</u>	<u>Forecast</u>
Train Miles	819	4,260
Train Hours	100 0	520.0
Number of Locomotives:	2 00	2 00
Crew Wages	8,000	41,600
Locomotive Replacement Value	185,000	185,000
Fuel Index	2 3413	2 3413
Loco Repair & Maintce Index	1 007	1.033
Loco Train Insp & Lube Index:	1 007	1.033
Loco Servicing Index:	1 007	1 033
Crew Wage Index	1 007	1.033
Average Switch Speed	6	6
R-1 Data:		
S 410/L.202/C.b	165,487,000	165,487,000
S.410/L 202/C f	614,090,000	614,090,000
S.410/L.205/C f	73,131,000	73,131,000
S 410/L 219/C b	176,318,000	176,318,000
S.410/L.403/C.c	236,000	236,000
S.410/L.408/C b	65,796,000	65,796,000
S 410/L 408/C f	117,960,000	117,960,000
S.410/L 411/C b	72,453,000	72,453,000
S.410/L.411/C.f	84,376,000	84,376,000
S 410/L.414/C f	566,654,000	566,654,000
S 410/L 419/C b	1,605,657,000	1,605,657,000
S 415/L.2/C.b	575,930,000	575,930,000
S 415/L 2/C c	129,454,000	129,454,000
S 415/L 2/C d	83,882,000	83,882,000
S 415/L 2/C g	2,871,647,000	2,871,647,000
S 415/L 2/C h	1,897,261,000	1,897,261,000
S.415/L 2/C i	1,210,963,000	1,210,963,000
S 415/L 2/C j	760,594,000	760,594,000
S.415/L.5/C.b	614,090,000	614,090,000
S 710/L.5/C.b	8,119	8,119
S.710/L.5/C.j	8,368	8,368
S 755/L 5/C b	172,380,606	172,380,606
S 755/L 11/C b	481,478,690	481,478,690
S.755/L.12/C.b	26,944,794	26,944,794
S.755/L 98/C.b	96,685,704,000	96,685,704,000
S 755/L 115/C b	8,724,701	8,724,701
S 755/L.116/C.b	2,116,822	2,116,822
Current Cost of Capital	0 184	0 184
Real Cost of Capital	0 139	0 139

ON-BRANCH COSTS FOR LOCOMOTIVE COST CATEGORIES

(Filename ONBLOCO)

Branch Elberta Industrial Lead (Tintic Branch)

Date July 5, 2007

By HM

		<u>Base</u>	<u>Forecast</u>
1a	S 410 Railway OE L 202 Equipment Locomotives Repair & Maintenance C b Salaries & Wages	165,487,000	165,487,000
1b	S 410 Railway OE L 205 Equipment Locomotives Frnge Benefits C f Total Expenses	73,131,000	73,131,000
1c	S 410 Railway OE L 219 Equipment Total Locomotives C b Salanes & Wages	176,318,000	176,318,000
1d	Repair & Maintenance Frnge L 1a X (L 1b / L 1c)	68,638,652	68,638,652
1e	S 415 Supporting Schedule Equipment L 2 Locomotives Diesel Locomotive Road C b Repairs Net Expense	575,930,000	575,930,000
1f	S 415 Supporting Schedule Equipment L 5 Total Locomtives C b Repairs Net Expense	614,090,000	614,090,000
1g	Repair & Maintenance Road L 1e / L 1f	0 9379	0 9379
1h	S 410 Railway OE L 202 Equipment Locomotives Repair & Maintenance C f Total Expenses	614,090,000	614,090,000
1i	S 755 Railroad Operating Statistics L 98 Road Locomotives GTM C b Freight Train	96,685,704,000	96,685,704,000
1j	Unit Cost or Cost per LGTM (L 1h + L 1d) X L 1g) / L 1i	0 0066	0 0066
1k	On-Branch Locomotive Unit Miles Input Train Miles X Input # Locomotives	819 00	4,260 00
1l	On-Branch Service Units LGTM L 1k X 126 tons	103,194 00	536,760 00
1m	Unindexed Locomotive Repair & Maintenance L 1j X L 1l	681 0804	3,542 6160
1n	Indexed Locomotive Repair & Maintenance L 1m X Input Repair & Maintenance Index	685 85	3,659 52
2a	S 415 Supporting Schedule Equipment L 2 Locomotive Diesel Locomotive Road C c Depreciation Owned	129,454,000	129,454,000
2b	S 415 Supporting Schedule Equipment L 2 Locomotive Diesel Locomotive Road C d Depreciation Capitalized Lease	83,882 000	83,882,000
2c	Booked Depreciation L 2a + L 2b	213,336,000	213,336,000

ON-BRANCH COSTS FOR LOCOMOTIVE COST CATEGORIES

(Filename ONBLOCO)

Branch Alberta Industrial Lead (Tintic Branch)

Date July 5, 2007

By HM

		<u>Base</u>	<u>Forecast</u>
2d	S 415 Supporting Schedule Equipment L 2 Locomotive Diesel Locomotive Road C g Investment Base as of 12/31 Owned	2,871,647,000	2,871,647,000
2e	S.415 Supporting Schedule Equipment L 2 Locomotive Diesel Locomotive Road C h Investment Base as of 12/31 Capitalized Lease	1,897,261,000	1,897,261,000
	Base Cost L 2d + L 2e	4,768,908,000	4,768,908,000
2g	Depreciation Rate L 2c / L 2f	0 0447	0 0447
2h	Annual Depreciation L 2g X Input Replacement Value	8,269 50	8,269 50
2i	S 755 Railroad Ops Locomotive Unit Miles Road Service L 11 Total C b Freight Train	481,478,690	481,478,690
2j	S 755 Railroad Ops Train Miles-Running L 5 Total Train Miles C b Freight Train	172,380,606	172,380,606
2k	Units Per Train L 2i / L 2j	2 7931	2 7931
2l	S 755 Railroad Ops Train Hours L 115 Road Service C b Freight Train	8,724,701	8,724,701
2m	S 755 Railroad Ops Train Hours L 116 Train Switching C b Freight Train	2,116,822	2,116,822
2n	Running Hours L 2l - L 2m	6,607,879	6,607,879
2o	Running Locomotive Hours L 2k X L 2n	18,456,466 8349	18,456,466 8349
2p	S 755 Railroad Ops Locomotive Unit Miles Road Service L 12 Train Switching C b Freight Train	26,944,794	26,944,794
2q	Average Switch Speed	6	6
2r	Switch Hours L 2p / L 2q	4,490,799	4,490,799
2s	Total Hours L 2o + L 2r	22,947,265 8349	22,947,265 8349
2t	S 710 Inventory of Equipment L 5 Total Locomotive Units C b Units in Service at Beginning of Year	8,119	8,119

ON-BRANCH COSTS FOR LOCOMOTIVE COST CATEGORIES
(Filename ONBLOCO)

Branch Elberta Industrial Lead (Tintic Branch)
Date July 5, 2007
By HM

		<u>Base</u>	<u>Forecast</u>
2u	S 710 Inventory of Equipment L 5 Total Locomotive Units * C j Units in Service at End of Year	8,368	8,368
2v	Average Locomotive Units (L 2t + L 2u) / 2	8,243 50	8,243 50
2w	System Average Hours per Unit L 2s / L 2v	2,783 6800	2 783 6800
2x	Replacement Depreciation per Hour L 2h / L 2w	2 9707	2 9707
2y	On-Branch Locomotive Unit Hours Input Train Hours X Input # of Locomotives	200 00	1,040 00
2z	On-Branch Locomotive Depreciation L 2x X L 2y	594 14	3,089 53
3	Maintenance of Equipment L 1n + L 2z	1,279 99	6,749 05
4a	S 410 Railway OE L 408 Transportation Train Ops Train Inspection & Lubrication C b Salaries & Wages	65,796,000	65,796,000
4b	S 410 Railway OE L 414 Transportation Train Ops Fringe Benefits C f Total Expense	566,654,000	566,654,000
4c	S 410 Railway OE L 419 Total Train Ops C b Salaries & Wages	1,605,657,000	1,605,657,000
4d	Train Insp & Lubr & Crew Supp Fringe L 4a X (L 4b / L 4c)	23,220,131 4378	23,220,131 4378
4e	S 410 Railway OE L 403 Transportation Train Ops Train Crews C c Material, Tools, Supplies, Fuels & Lubricants	236,000	236,000
4f	S 410 Railway OE L 408 Transportation Train Ops Train Inspection & Lubrication C f Total Expense	117,960,000	117,960,000
4g	Unit Cost ((L 4e + L 4f) + L 4d) / (L 2t + L 2m)	13 0439	13 0439
4h	Unindexed On-Branch Locomotive Train Inspection & Lubrication & Crew Supplies L 4g X Input Train Hours	1,304 3900	6,782 8280
4i	Indexed On-Branch Locomotive Train Inspection & Lubrication & Crew Supplies L 4h X Input Train Insp & Lube Index	1,313 52	7,006 66
5a	GMA 1982 Fuel Cost for 2000 HP Unit per Hour	55 60	55 60

ON-BRANCH COSTS FOR LOCOMOTIVE COST CATEGORIES

(Filename ONBLOCO)

Branch Elberta Industrial Lead (Tintic Branch)

Date July 5, 2007

By HM

		<u>Base</u>	<u>Forecast</u>
5b	Indexed Unit Fuel Cost L 5a X Input Fuel Index	130 1763	130 1763
5c	Locomotive Fuel L 5b X L 2y	26,035 26	135,383 35
6a	S 410 Railway OE L 411 Transportation Train Ops Servicing Locomotives C b Salaries & Wages	72,453,000	72,453,000
6b	Locomotive Servicing Fringe L 6a X (L 4b / L 4c)	25,569,460	25,569,460
6c	S 410 Railway OE L 411, Transportation Train Ops Servicing Locomotives C f Total Expenses	84,376,000	84,376,000
6d	Unit Cost per LUM (L 6c + L 6b) / L.2i	0 2283	0 2283
6e	Unindexed On-Branch Locomotive Servicing L 6d X L 1k	186 98	972 56
6f	Indexed On-Branch Locomotive Servicing L 6e X Input Locomotive Servicing Index	188 29	1,004 65
7	Transportation Excluding Crew Wages L 4i + L 5c + L 6f	27,537 07	143,394 66
8	S 410 Railway OE L 414 Transportation Train Ops Fringe Benefits C f Total Expense	566,654,000 00	566,654,000 00
8b	S 410 Railway OE L 419 Total Train Ops C b Salaries & Wages	1,605,657,000 00	1,605,657,000 00
8c	Train Op Fringe Benefit Ratio 8a/8b	0 35291	0 35291
8d	On Branch Crew Wages Input	8,000 00	41,600 00
8e	On Branch Crew Wages Including Fringe Benefits L 8c X L 8d	10,823 29	56,281 10
8f	Total On Branch Crew Wages including Fringes L 8e X Input Crew Wages Index	10,899 05	58,138 37
9a	S 415 Supporting Schedule Equipment L 2 Locomotive Diesel Locomotive Road C i Accum Deprec as of 12/31 Owned	1,210,963,000	1,210,963,000
9b	S 415 Supporting Schedule Equipment L 2 Locomotive Diesel Locomotive Road C j Accum Deprec as of 12/31 Capitalized Lease	760,594,000	760,594,000
9c	Accumulated Book Depreciation L 9a + L 9b	1,971,557,000	1,971,557,000

ON-BRANCH COSTS FOR LOCOMOTIVE COST CATEGORIES

(Filename ONBLOCO)

Branch Elberta Industrial Lead (Tintic Branch)

Date July 5, 2007

By HM

		<u>Base</u>	<u>Forecast</u>
9d	Undepreciated Book Value L 2f - L 9c	2,797,351,000	2,797,351,000
9e	Undepreciated Book Ratio L 9d / L 2f	0.58658	0.58658
9f	Undepreciated Replacement Value L 9e X Input Replacement Value	108,517	108,517
9g	Current Cost of Capital	0.184	0.184
9h	Locomotive ROI L 9f X L 9g	19,967.13	19,967.13
9i	Replacement Return per Hour L 9h / L 2w	7.1729	7.1729
9j	Undepreciated Replacement Value L 9e x Input Replacement Value		108,517
9k	Holding Gain Rate Nominal Cost of Capital - Real Cost of Capital		0.045
9l	Annual Holding Gain (Loss) L 9j * L 9k		4,883
9m	Holding Gain per Hour L 9l / L 2w		1.7542
9n	Net ROI per Hour L 9i - L 9m	7.1729	5.4187
9o	On-Branch Locomotive ROI L 9n X L 2y	1,434.58	5,635.45

Frtcar Spreadsheet

FREIGHT CAR COSTS

Filename: FRTCAR)
 Branch: Elberta Industrial Lead (Tintic Branch)
 Date: July 5 2007
 By: HM

INPUT SCREEN

Covered
Hopper

R-1 INFORMATION: 2006

1a	S.710/L.36-51/C b	38,553
1b	S 710/L 36-51/C.k	38,785
1c	S.710/L.36-51/C n	0
6	S 755/L 15-28/C.b	436,360,000
7	S 755/L 31-44/C b	448,901,000
9a	S.415/L.6-19/C b	88,659,000
11a	S.415/L.6-19/C c	14,328,000
11b	S 415/L 6-19/C d	18,000
11d	S.415/L.6-19/C g	425,151,000
11e	S.415/L.6-19/C h	0
12	S 415/L.6-19/C i	175,741,000
12	S.415/L 6-19/C.j	0
14a	S 414/L 1-16/C g	32,038,000
14b	S 414/L 1-16/C d	33,808,000
14c	S 415/L 6-19/C f	108,851,000
17b	S.414/L.1-16/C.f	12,977,000
17c	S 414/L 1-16/C c	7,115,000
20a	S.414/L 1-16/C e	70,361,000
20b	S.755/L.47-62/C.b	716,358,000
20c	S 755/L 65-80/C.b	725,437,000

URCS INFORMATION. 2005

22a	D6L101C4 THRU D6L1501C4	0.86000
22b	E1L109C1	14 15311
22c	D6L128C5 THRU D6L1528C5	69,275
22d	D6L101C5 THRU D6L1501C5	56,409
22f	D8L607C1	1.10498
22	D6L133C4 THRU D61533C4	1 00000
22h	D8L608C1	1 05763
22i	E2L101-118C29	1.81019
22j	E1L111C1	4 38109
22k	E1L111C2	0 55707
22n	E1L106C1	4.89323
23a	E2L101-118C8	2 00000
23b	E2L101-118C25	7 24077
23d	E2L101-118C14	2.00000
24a	E2L101-118C10	0 50000
24b	E2L101-118C26	3 98242
24d	E2L101-118C2	2 01430
25a	E1L101C1	0 00170
25b	E1L101C2	0.00062
25d	E1L105C1	3 75783
25e	E1L105C2	0 66767
25g	E1L104C1	7.73767
25h	E1L103C1	0.60946
25i	E1L103C2	0 00310
26a	E2L101-118C23	200.00000
26c	E2L101-118C22	705 43220
26d	E2L101-118C13	0.50000

FREIGHT CAR COSTS

(Filename FRTCAR)

Branch: Elberta Industrial Lead (Tintic Branch)

Date: July 5 2007

By: HM

INPUT SCREEN

Covered
Hopper

26e	E2L101-118C1	31.40000
31a	E1L111C3	1 93530
34a	E1L101C3	0.00112
34b	E1L105C3	0 41799
34c	E1L103C3	0 00322

OTHER INFORMATION:

3	Car-Days of System Cars on Foreign Lines	2006	2638984
4	Car-Days of Foreign Cars on System Lines	2006	2313649
10a	Replacement Cost	Base Year	75,000
		Forecast Year	75,000
12g	Cost of Capital - Nominal		0 184
	- Real		0.139

INDICIES (R-1 2006 data)

9a	S.415/L.6-19/C.b	'06 to Base Year	1 0070
		'06 to Forecast Year	1 0330
14a	S.414/L.1-16/C.g	'06 to Base Year	1.0070
		'06 to Forecast Year	1 0330
14b	S.414/L.1-16/C.d	'06 to Base Year	1 0070
		'06 to Forecast Year	1 0330
14c	S.415/L.6-19/C.f	'06 to Base Year	1.0070
		'06 to Forecast Year	1.0330
1	S.414/L.1-16/C.f	'06 to Base Year	1 0070
		'06 to Forecast Year	1.0330
17e	S.414/L.1-16/C.c	'06 to Base Year	1 0070
		'06 to Forecast Year	1 0330
20a	S.414/L.1-16/C.e	'06 to Base Year	1 0070
		'06 to Forecast Year	1 0330

INDICIES (2005 URCS data)

22b	E1L109C1	'05 to Base Year	1 0220
		'05 to Forecast Year	1 0480
22j	E1L111C1	'05 to Base Year	1 0220
		'05 to Forecast Year	1.0480
22k	E1L111C2	'05 to Base Year	1 0220
		'05 to Forecast Year	1 0480
22n	E1L106C1		

FREIGHT CAR COSTS

(Filename:FRTCAR)

Branch: Elberta Industrial Lead (Tintic Branch)

Date: July 5 2007

By: HM

0110

INPUT SCREEN

**Covered
Hopper**

	'05 to Base Year	1 0220
	'05 to Forecast Year	1.0480
25a	E1L101C1	
	'05 to Base Year	1 0220
	'05 to Forecast Year	1 0480
25b	E1L101C2	
	'05 to Base Year	1 0220
	'05 to Forecast Year	1.0480
25d	E1L105C1	
	'05 to Base Year	1.0220
	'05 to Forecast Year	1.0480
25e	E1L105C2	
	'05 to Base Year	1 0220
	'05 to Forecast Year	1.0480
25g	E1L104C1	
	'05 to Base Year	1 0220
	'05 to Forecast Year	1 0480
25h	E1L103C1	
	'05 to Base Year	1.0220
	'05 to Forecast Year	1.0480
25i	E1L103C2	
	'05 to Base Year	1 0220
	'05 to Forecast Year	1 0480

FREIGHT CAR COSTS

(Filename FRTCAR)

Branch: Elberta Industrial Lead (Tintic Branch)

Date: July 5 2007

By: HM

0111

Covered
Hopper

ON-BRANCH COSTS:

RAILROAD OWNED CARS.

1a	S.710 Inventory of Equipment. L 36-51.Freight Train Cars: C b.Units in Service at Beginning of Year:Time-Mileage Cars		
	Base Year		38,553
	Forecast Year		38,553
1b	S 710.Inventory of Equipment. L 36-51 Freight Train Cars: C k Units in Service at End of Year. Time-Mileage Cars		
	Base Year		38,785
	Forecast Year		38,785
1c	S 710 Inventory of Equipment L 36-51 Freight Train Cars.C.n Units at Close of Year:Leased to Others		
	Base Year		0
	Forecast Year		0
1d	Average Freight Car Ownership: $\{(L\ 1a + L\ 1b) / 2\} + L\ 1c$		
	Base Year		38,669
	Forecast Year		38,669
2	Equivalent Car Days (L 1d X 346 days(per ICC Doc #31358)		
	Base Year		13,379,474
	Forecast Year		13,379,474
3	Car Days on Foreign Lines: (Car-Hire Receivables Report)		
	Base Year		2,638,984
	Forecast Year		2,638,984
4	Foreign Car Days on Home Line. (Car-Hire Payables Report)		
	Base Year		2,313,649
	Forecast Year		2,313,649
5	Total System Car Days On-Line (L 2 - L 3 + L.4)		
	Base Year		13,054,139
	Forecast Year		13,054,139
6	Total Loaded Car Miles (S.755 Railroad Operating Statistics L.15-28 Freight Car Miles.C b		

FREIGHT CAR COSTS

(Filename: FRTCAR)

Branch: Elberta Industrial Lead (Tintic Branch)

Date: July 5 2007

By: HM

Covered
Hopper

Freight Train)

Base Year	436,360,000
Forecast Year	436,360,000

7 Total Empty Car Miles:

(S.755.Railroad Operating Statistics
L 31-44 Railroad Owned & Leased
Cars-Empty.C.b-Freight Train)

Base Year	448,901,000
Forecast Year	448,901,000

8 Total Car Miles

(L 6 + L.7)

Base Year	885,261,000
Forecast Year	885,261,000

9a

Repair Cost

(S.415-Supporting Schedule.
Equipment L.6-19-Freight Train
Cars-C.b Repairs:Net Expense)

Index-R-1 Data to Base Year	1.007
Base Year	89,279,613
Index R-1 Data to Forecast Year	1.033
Forecast Year	91,584,747

9b

Applicable Repair Amount-Time or Miles
(L.9a X 50%)

Base Year	44,639,807
Forecast Year	45,792,374

10a

Current Cost Per Car:

(Estimated Replacement Cost.Year
End per Gary Shaffer-Purchasing)

Base Year	75,000
Forecast Year	75,000

10b

Total Current Value (Replacement
Cost) (L 1d X L 10a)

Base Year	2,900,175,000
Forecast Year	2,900,175,000

11a

S 415 Supporting Schedule Equipment
L 6-19-Freight Train Cars
C c Depreciation.Owned

Base Year	14,328,000
Forecast Year	14,328,000

11b

S.415 Supporting Schedule.Equipment
L.6-19-Freight Train Cars-C d
Depreciation Capitalized Lease

FREIGHT CAR COSTS

(Filename.FRTCAR)

Branch: Elberta Industrial Lead (Tintic Branch)

Date: July 5 2007

By: HM

		<u>Covered</u> <u>Hopper</u>
	Base Year	18,000
	Forecast Year	18,000
11c	Booked Depreciation. (L.11a + L 11b)	
	Base Year	14,346,000
	Forecast Year	14,346,000
11d	S.415.Supporting Schedule.Equipment L.6-19:Freight Train Cars C g Investment Base as of 12/31 Owned	
	Base Year	425,151,000
	Forecast Year	425,151,000
11e	S.415.Supporting Schedule Equipment L.6-19 Freight Train Cars.C.h: Investment Base as of 12/31 Capitalized Lease	
	Base Year	0
	Forecast Year	0
11f	Booked Base Depreciation: (L.11d + L.11e)	
	Base Year	425,151,000
	Forecast Year	425,151,000
11g	Composite Depreciation Rate (L.11c / L 11f)	
	Base Year	0 0337
	Forecast Year	0 0337
11h	Annual Depreciation (at Replacement) (L 10b X L 11g)	
	Base Year	97,735,898
	Forecast Year	97,735,898
12a	S 415:Supporting Schedule Equipment L 6-19 Freight Train Cars C i: Accum Depreciation as of 12/31 Owned	
	Base Year	175,741,000
	Forecast Year	175,741,000
12b	S 415:Supporting Schedule Equipment L 6-19 Freight Train Cars C j. Accum Depreciation as of 12/31 of 12/31 Capitalized Lease	
	Base Year	0
	Forecast Year	0
12c	Accumulated Book Depreciation	

FREIGHT CAR COSTS

(Filename:FRTCAR)

Branch Elberta Industrial Lead (Tintic Branch)

Date July 5 2007

By: HM

Covered
Hopper

	(L.12a + L 12b)		
	Base Year	175,741,000	
	Forecast Year	175,741,000	
12d	Undepreciated Book Value: (L.11f - L.12c)		
	Base Year	249,410,000	
	Forecast Year	249,410,000	
12e	Undepreciated Book Ratio. (L.12d / L.11f)		
	Base Year	0 58664	
	Forecast Year	0 58664	
12f	Net Current Value. (L.10b X L.12e)		
	Base Year	1,701,358,662	
	Forecast Year	1,701,358,662	
12g	Nominal Cost of Capital. (As directed in ICC decision 10/02/91)		
	Base Year	0.1840	
	Forecast Year	0.1840	
12h	Nominal Return on Investment (L.12f X L 12g)		
	Base Year	313,049,994	
	Forecast Year	313,049,994	
12i	ROI Cost per Car Day:(w/o Holding Gain) (L 12h / L 5)		
	Base Year	23 98090	
	Forecast Year	23.98090	

Forecast Year Adjustment to Include Holding Gain

12j	Net Current Value (L.10b X I 12e)	75,000
12k	Holding Gain: Rate - Deflator Nominal Cost of Capital - Real Cost	0
12l	Holding Gain on Investment L.12j X L 12k	0
12m	Holding Gain Per Car Day: L.12l / L 5	0 00000
12n	ROI Cost per Car Day (with Holding Gain) L.12i - L 12m	23 98090

FREIGHT CAR COSTS

(Filename.FRTCAR)

Branch Elberta Industrial Lead (Tintic Branch)

Date. July 5 2007

By HM

Covered
Hopper

13	Applicable Depreciation Amount.Time (L 11h X 60%)		
	Base Year		58,641,539
	Forecast Year		58,641,539
14a	Per Diem Payments (S 414 Payments for Interchanged Freight Train Cars & Other Freight Carrying Equipment.L.1-16.Car Types C.g.Gross Amounts Payable.Per Diem Basis Time)		
	Index R-1 Data to Base Year		1 007
	Base Year		32,262,266
	Index R-1 Data to Forecast Year		1 033
	Forecast Year		33,095,254
14b	Per Diem Receipts. (S 414.Payments for Interchanged Freight Train Cars & Other Freight Carrying Equipment L 1-16 Car Types C.d Gross Amounts Received.Per Diem Basis.Time)		
	Index R-1 Data to Base Year		1 007
	Base Year		34,044,656
	Index R-1 Data to Forecast Year		1 033
	Forecast Year		34,923,664
1	Lease & Rentals Net. (S.415 Supporting Schedule Equipment L.6-19:Freight Train Cars:C.f: Lease & Rentals (Net))		
	Index:R-1 Data to Base Year		1.007
	Base Year		109,612,957
	Index R-1 Data to Forecast Year		1 033
	Forecast Year		112,443,083
15	Total Cost Per Car Time (L 9b + L 13 + L 14a + L 14c - L 14b)		
	Base Year		211,111,913
	Forecast Year		215,048,586
16	Non-ROI Cost Per Car Day: (L 15 / L 5)		
	Base Year		16 17203
	Forecast Year		16 47359
17a	Applicable Depreciation Amount Miles (L 11h X 40%)		

FREIGHT CAR COSTS

[**0116**

(Filename FRTCAR)

Branch: Elberta Industrial Lead (Tintic Branch)

Date: July 5 2007

By: HM

Covered

Hopper

Base Year	39,094,359
Forecast Year	39,094,359

17b Mileage Payments
 (S 414:Rents for Interchanged Freight
 Train Cars & Other Freight Carrying
 Equipment L.1-16.Car Types C.f Gross
 Amounts Payable Per Diem Basis
 Mileage

Index R-1 Data to Base Year	1 007
Base Year	13,067,839
Index R-1 Data to Forecast Year	1.033
Forecast Year	13,405,241

17c Mileage Receipts
 (S 414.Rents for Interchanged Freight
 Train Cars & Other Freight Carrying
 Equipment.L 1-16:Car Types C c Gross
 Amounts Receivable.Per Diem Basis:
 Mileage

Index R-1 Data to Base Year	1.007
Base Year	7,164,805
Index.R-1 Data to Forecast Year	1 033
Forecast Year	7,349,795

18 Total Mileage Cost.
 (L.9b + L 17a + L.17b - L.17c)

Base Year	89,637,200
Forecast Year	90,942,179

19 Non-ROI Cost Per Car Mile
 (L 18 / L 8)

Base Year	0 10126
Forecast Year	0 10273

PRIVATE CARS.

20a Total Mileage Payments.
 (S 414 Rents for Interchanged Freight
 Train Cars & Other Freight Carrying
 Equipment L 1-16 Car Types C e.Gross
 Amounts Payable Per Diem Basis
 Private Line Cars

Index R-1 Data to Base Year	1.007
Base Year	70,853,527
Index R-1 Data to Forecast Year	1 033
Forecast Year	72,682,913

20b Private Loaded Car Miles

FREIGHT CAR COSTS

(Filename:FRTCAR)

Branch: Elberta Industrial Lead (Tintic Branch)

Date: July 5 2007

By: HM

Covered
Hopper

(S 755 Railroad Operating Statistics
L.47-62 Private Line Cars:Loaded
C.b.Freight Train)

Base Year	716,358,000
Forecast Year	716,358,000

20c Private Empty Car Miles
(S 755 Railroad Operating Statistics
L.65-80 Private Line Cars:Empty
C b Freight Train)

Base Year	725,437,000
Forecast Year	725,437,000

2 Total Private Car Miles
(L 20b + L 20c)

Base Year	1,441,795,000
Forecast Year	1,441,795,000

20e Non-ROI Cost Per Car Mile:
(L 20a / L 20d)

Base Year	0 04914
Forecast Year	0 05041

21a Empty Return Ratio RR Cars
(L 8 / L 6)

Base Year	2 02874
Forecast Year	2 02874

21b Empty Return Ratio PV Cars
(L.20d / L 20b)

Base Year	2 01267
Forecast Year	2 01267

SUMMARY OF OFF-BRANCH UNIT COSTS.

22a Repair Variability
D6L101C4

Base Year (1995 used)	0 86000
Forecast Year (1995 used)	0 86000

22b Station Clerical.
E1L109C1

Index.1995 URCS to Base Yr	1 022
Base Year	14 46448
Index 1995 URCS to Forecast Yr	1 048
Forecast Year	14 83246

22c Total Operating Expense Repairs
D6L128C5

FREIGHT CAR COSTS

(Filename FRTCAR)

Branch: Elberta Industrial Lead (Tintic Branch)

Date July 5 2007

By: HM

Covered
Hopper

Base Year (1995 used) 69,275.00000
Forecast Year (1995 used) 69,275 00000

22d Freight Car Repairs.
D6L101C5

Base Year (1995 used) 56,409 00000
Forecast Year (1995 used) 56,409 00000

22e Maintenance of Equipment O/H
(L 22c / L 22d)

Base Year (1995 used) 1 22808
Forecast Year (1995 used) 1 22808

22f General O/H Opr
D8L607C1

Base Year (1995 used) 1 10498
Forecast Year (1995 used) 1 10498

22g Depreciation Vanability:
D6L133C4

Base Year (1995 used) 1.00000
Forecast Year (1995 used) 1 00000

22h General O/H DRL
D8L608C1

Base Year (1995 used) 1 05763
Forecast Year (1995 used) 1.05763

22i Curr Yr Sem per I/I Sw
E2L1C29

Base Year (1995 used) 1.81019
Forecast Year (1995 used) 1 81019

22j Switch Engine Minutes-Opr Unit Cost
E1L111C1

Index.1995 URCS to Base Yr 1 022
Base Year 4 47747
Index 1995 URCS to Forecast Yr 1 048
Forecast Year 4.59138

22k Switch Engine Minutes-DRL Exp Unit Cost
E1L111C2

Index.1995 URCS to Base Yr 1 022
Base Year 0 56933
Index 1995 URCS to Forecast Yr 1 048
Forecast Year 0 58381

22l I/I Switching Cost per Switch-Non ROI
L 22i X (L 22j + L 22k)

Base Year 9 13567

FREIGHT CAR COSTS

! **0119**

(Filename.FRTCAR)

Branch. Elberta Industrial Lead (Tintic Branch)

Date. July 5 2007

By. HM

Covered
Hopper

Forecast Year 9 36808

22m Average Non-ROI Cost per Car Day:
{ (L.9b X L.22a X L 22e X L 22f) +
(L.13 X L 22g X L 22h) +
(L.14a X L 22h) -
(L.14b X L 22h) +
(L.14c X L.22h) } / L.5

Base Year 17 47810

Forecast Year 17 80671

22n Terminal Special Services:
E1L106C1

Index.1995 URCS to Base Yr 1 022

Base Year 5 00088

Index:1995 URCS to Forecast Yr 1 048

Forecast Year 5.12811

22o Modified Terminal.Non-ROI-RR Cars
L 22n + L.22b + [{(L 22m X 2) + L.22j}
X L 21a]

Base Year 108 91630

Forecast Year 111 21634

23a O/D Switch Factor.
E2L1C8

Base Year (1995 used) 2.00000

Forecast Year (1995 used) 2 00000

23b Curr Yr Sem per Industry Sw
E2L1C25

Base Year (1995 used) 7 24077

Forecast Year (1995 used) 7 24077

23c O/D Switching:Non-ROI
L.23b X (L.22j + L 22k)

Base Year 36.54272

Forecast Year 37.47236

23d CD per L&UL Industry Sw
E2L1C14

Base Year (1995 used) 2 00000

Forecast Year (1995 used) 2.00000

23e Car Days O/D:
L.23d X L 23a

Base Year 4 00000

Forecast Year 4 00000

23f Normal Terminal Non-ROI-RR Cars

FREIGHT CAR COSTS

(Filename:FRTCAR)

! **0120**

Branch: Elberta Industrial Lead (Tintic Branch)

Date July 5 2007

By. HM

Covered
Hopper

(L 23a X L.23c) + L 22b
+ (L.23e X L 22m)

Base Year 157 46232
Forecast Year 161.00402

24a Car Days per I/C Switch :
E2L1C10

Base Year (1995 used) 0 50000
Forecast Year (1995 used) 0.50000

24b Curr Yr Sem per Interch Sw
E2L1C26

Base Year (1995 used) 3.98242
Forecast Year (1995 used) 3 98242

24c I/C Switch Cost.Non-ROI
L 24b X (L 22j + L 22k)

Base Year 20 09848
Forecast Year 20.60978

24d Empty Return Ratio
E2L1C2

Base Year (1995 used) 2 01430
Forecast Year (1995 used) 2.01430

24e I/C Terminal Non-ROI-RR Cars
{(L 24a X L.22m) + L 24c} X L.24d

Base Year 58 08744
Forecast Year 59 44831

25a Cost Per GTM.Operating
E1L101C1

Index:1995 URCS to Base Yr 1.022
Base Year 0.00173302
Index 1995 URCS to Forecast Yr 1.048
Forecast Year 0 00177710

25b Cost Per GTM.Deprec Rents & Leases
E1L101C2

Index.1995 URCS to Base Yr 1.022
Base Year 0.00063403
Index 1995 URCS to Forecast Yr 1 048
Forecast Year 0.00065016

25c Weighted Average Train Tons-Off-Branch:
Way Thru Spreadsheet L 12

Base Year 5,256 4
Forecast Year 5,261 4

25d Cost Per LUM Operating

FREIGHT CAR COSTS

(Filename: FRTCAR)

Branch: Alberta Industrial Lead (Tintic Branch)

Date: July 5 2007

By: HM

Covered
Hopper

	E1L105C1	
	Index 1995 URCS to Base Yr	1 022
	Base Year	3 84050
	Index 1995 URCS to Forecast Yr	1 048
	Forecast Year	3.93821
25e	Cost Per LUM: Deprec Rents & Leases	
	E1L105C2	
	Index 1995 URCS to Base Yr	1 022
	Base Year	0 68236
	Index 1995 URCS to Forecast Yr	1 048
	Forecast Year	0 69972
25f	Wghtd Ave Locomotives per Train-Off-Branch	
	Way Thru Spreadsheet L.15	
	Base Year (1995 used)	2 67179
	Forecast Year (1995 used)	2 67243
25g	Crew Wages Per Train Mile	
	E1L104C1	
	Index 1995 URCS to Base Yr	1 022
	Base Year	7 90790
	Index 1995 URCS to Forecast Yr	1 048
	Forecast Year	8.10908
25h	Other Cost per Train Mile Operating	
	E1L103C1	
	Index 1995 URCS to Base Yr	1.022
	Base Year	0 62287
	Index 1995 URCS to Forecast Yr	1 048
	Forecast Year	0.63871
25i	Other Cost per Train Mile. Depreciation	
	Rents & Lease:	
	E1L103C2	
	Index 1995 URCS to Base Yr	1 022
	Base Year	0 00317
	Index 1995 URCS to Forecast Yr	1.048
	Forecast Year	0 00325
25j	Average Train GTM Non-ROI	
	[{(L25a + L25b) X L 25c} +	
	{(L25d + L25e) X L 25f} + L.25g +	
	{(L.25h + L 25i) X 1}] / L.25c	
	Base Year	0 00629
	Forecast Year	0 00645
26a	Ave Mile Btw I/I Sw	
	E2L1C23	
	Base Year (1995 used)	200

FREIGHT CAR COSTS

(Filename: FRTCAR)

| 0122

Branch: Elberta Industrial Lead (Tintic Branch)

Date: July 5 2007

By: HM

Covered
Hopper

Forecast Year (1995 used) 200

26b I/I Switching per Car Mile. Non-ROI
L.22I / L 26a

Base Year 0.04568
Forecast Year 0.04684

26c Running Miles Per Day
E2L1C22

Base Year (1995 used) 705.43220
Forecast Year (1995 used) 705 43220

26d Car Days Per I/I Switch
E2L1C13

Base Year (1995 used) 0 50000
Forecast Year (1995 used) 0 50000

26e Tare Tons Per Car
E2L1C1

Base Year (1995 used) 31.40000
Forecast Year (1995 used) 31.40000

26f Average Non-ROI Cost per Car Mile
{ (L 9b X L 22a X L.22e X L 22f) +
(L 17a X L 22g X L 22h) +
(L.17b X L 22f) -
(L 17c X L 22f) } / L 8

Base Year 0.11292
Forecast Year 0 11463

26g Car Mile Cost
Average Non-ROI Cost per Car Mile: RR
[L 26b + L.26f + (L 22m / 26c) +
{L.26d X (L.22m / 200)} +
(L.26e X L 25)] X L.24d

Base Year 0 85523
Forecast Year 0 87372

27 Modified Terminal Non-ROI-Pvt Cars
{L 22i X L.21b} + L 22b + L 22n

Base Year 37 85245
Forecast Year 38 81542

28 Normal Terminal Non-ROI-Pvt Cars
(L 23a X L 23c) + L 22b

Base Year 87 54992
Forecast Year 89 77718

29 I/C Terminal Non-ROI-Pvt Cars
L 24c X L 21b

FREIGHT CAR COSTS

(Filename: FRTCAR)

Branch: Elberta Industrial Lead (Tintic Branch)

Date: July 5 2007

By: HM

0123

Covered
Hopper

Base Year	40.45161
Forecast Year	41.48069

30 Car Mile Costs Non-ROI-Pvt Cars
 $L 20e + [\{L.26b + (L 26e \times L 25j)\} \times L 21b]$

Base Year	0.53859
Forecast Year	0.55231

31a Switch Engine Minutes-ROI Exp Unit Cost
 E1L111C3

Base Year (1995 used)	1.93530
Forecast Year (1995 used)	1.93530

31b I/I Switching-ROI:
 $L.22i \times L.31a$

Base Year	3.50326
Forecast Year	3.50326

31c Modified Terminal-ROI-RR Cars
 $\{(2 \times L.12i) + L 31b\} \times L.24d$
 Forecast Yr sub L.12n for L 12i

Base Year	103.66607
Forecast Year	103.66607

32a O/D Switching-ROI
 $L 23b \times L 31a$

Base Year	14.01306
Forecast Year	14.01306

32b Normal Terminal-ROI-RR Cars
 $(L.23a \times L 32a) + \{(L.23d \times L.23a) \times L 12i\}$
 Forecast Yr sub L.12n for L.12i

Base Year	123.94972
Forecast Year	123.94972

33a I/C Switch Cost-ROI:
 $L.24b \times L 31a$

Base Year	7.70718
Forecast Year	7.70718

33b I/C Terminal ROI-RR Cars
 $\{(L 24a \times L.12i) + L 33a\} \times L 24d$
 Forecast Yr sub L 12n for L 12i

Base Year	39.67694
Forecast Year	39.67694

34a Cost per GTM-ROI.
 E1L101C3

FREIGHT CAR COSTS

(Filename FRTCAR)

Branch: Elberta Industrial Lead (Tintic Branch)

Date: July 5 2007

By: HM

0124

Covered
Hopper

Base Year (1995 used) 0 00112249
Forecast Year (1995 used) 0.00112249

34b Cost per LUM-ROI
E1L105C3
Base Year (1995 used) 0 41799
Forecast Year (1995 used) 0.41799

34c Other Cost per Train Mile-ROI.
E1L103C3
Base Year (1995 used) 0 00322
Forecast Year (1995 used) 0 00322

34 Ton Mile-ROI
{ (L 34a X L.25c) + (L.34b X L 25f) +
(L 34c X 1) } / L 25c
Base Year 0 00134
Forecast Year 0 00134

35a I/I Switch per Car Mile-ROI.
(L.22i X L.31a) / L 26a
Base Year 0 01752
Forecast Year 0 01752

35b Car Mile Cost.
Average ROI Cost per Car Mile RR
[L 35a +(L 12i / L 26c) + {(L 26d X
L 12i) / 200} + {L 26e X [(L 34a X
L 25c) + (L 34b X L 25f) + (L.34c X
1)} / L 25c]] X L.24d
Forecast Yr sub L 12n for L 12i
Base Year 0 30900
Forecast Year 0 30899

36 Modified Terminal.ROI-Pvt Cars
L 31b X L.21b
Base Year 7.05091
Forecast Year 7 05091

37 Normal Terminal ROI-Pvt Cars
(L 23a X L 32a)
Base Year 28 02612
Forecast Year 28 02612

38 I/C Terminal ROI-Pvt Cars
L 33a X L 21b
Base Year 15 51201
Forecast Year 15 51201

39 Ton Mile ROI-Pvt Cars

FREIGHT CAR COSTS

(Filename.FRTCAR)

Branch: Elberta Industrial Lead (Tintic Branch)

Date: July 5 2007

By: HM

[**0125**

Covered
Hopper

L.34d

Base Year	0 00134
Forecast Year	0 00134

40 Car Mile Cost.ROI-Pvt Cars
[L.35a + [L.26e X [(L 34a X L 25c) +
(L.34b X L 25f) + (L 34c X 1) /
L 25c]] X L.21b

Base Year	0.11967
Forecast Year	0.11966

Traffic Spreadsheet



Traffic Detail

Branch Elberta Industrial Lead (Tintic Branch)
 Date: 7/5/2007
 By: HMatthiessen

(a) Car Type Base Year	(b) Owner	(c) Class	(d) Units	(e) Local Tons	(f)	(g)	(h) Off-B	(i) Off-B	(j) GTM's (f X i)/d
					Total Tons (tons/car X d) or plug	On-Branch RT Miles (RT Miles /unit X d)	Loaded Miles (1 way Off- B miles)	Total Loaded Miles (h X d)	
COVHOP	RR	Local	54	5,417	5,417	2,160	939	50,706	5,086,563
			6	594	594	240	725	4,350	430,650
			5	500	500	200	962	4,810	481,000
			8	788	788	320	1,338	10,704	1,054,344
			10	1,013	1,013	400	1,040	10,400	1,053,520
			18	1,818	1,818	720	904	16,272	1,643,472
			10	986	986	400	1,405	14,050	1,385,330
			10	976	976	400	1,142	11,420	1,114,592
TOTAL RRL			121	12,092	12,092	4,840	122,712	12,249,471	
COVHOP	RR	Interchanged	51	5,204	5,204	2,040	663	33,813	3,450,252
		TOTAL RRX	51	5,204	5,204	2,040		33,813	3,450,252
TOTAL RR			172	17,296	17,296	6,880	156,525	15,699,723	
COVHOP	TOTAL		172	17,296	17,296	6,880	156,525	15,699,723	
TOTAL BASE YEAR			172	17,296	17,296	6,880	156,525	15,699,723	

Traffic Detail

Branch: Elberta Industrial Lead (Tintic Branch)
 Date: 7/5/2007
 By: HMatthiessen

(a) Car Type	(b) Owner	(c) Class	(d) Units	(e) Local Tons	(f) Total Tons (tons/car X d) or plug	(g) On-Branch RT Miles (RT Miles /unit X d)	(h) Off-B Loaded Miles (1 way Off- B miles)	(i) Off-B Total Loaded Miles (h X d)	(j) GTM's ((f X i)/d)
FORECAST YEAR									
COVHOP	RR	Local	60	6,000	6,000	2,400	939	58,340	5,634,000
			19	1,900	1,900	760	1,040	19,760	1,976,000
			19	1,900	1,900	760	904	17,176	1,717,600
			19	1,900	1,900	760	1,405	26,695	2,669,500
			19	1,900	1,900	760	1,142	21,698	2,169,800
			30	3,000	3,000	1,200	1,061	31,830	3,183,000
			36	3,672	3,672	1,440	1,108	39,888	4,068,576
		TOTAL RRL	202	20,272	20,272	8,080		213,387	21,418,476
COVHOP	RR	Interchanged	76	7,600	7,600	3,040	663	50,388	5,038,800
			27	2,700	2,700	1,080	1,080	29,160	2,916,000
			23	2,346	2,346	920	1,329	30,567	3,117,834
			8	816	816	320	663	5,304	541,008
			12	1,224	1,224	480	1,326	15,912	1,623,024
		TOTAL RRX	146	14,686	14,686	5,840		131,331	13,236,666
		TOTAL RR	348	34,958	34,958	13,920		344,718	34,655,142
		COVHOP TOTAL	348	34,958	34,958	13,920		344,718	34,655,142
TOTAL FORECAST YEAR			348	34,958	34,958	13,920		344,718	34,655,142

LossDam Spreadsheet



LOSS & DAMAGE SPREADSHEET (Filename LOSSDAM)

BRANCH

SOURCE: 2005 UP URCS

UPDATED: July 12, 2007

INDEX: 2005 TO BASE YEAR= 1 02200
 2005 TO FORECAST YEAR= 1 04800

BASE YEAR

<u>STCC</u>	2005	2005	BASE YEAR	BASE	BASE YEAR
	URCS	TO			
	\$/	BASE YEAR	\$/	TONS	DAMAGE
	<u>TON</u>	<u>INDEX</u>	<u>TON</u>		
01	0.06871	1 02200	0 07022	0	\$0
0113	0 03703	1 02200	0 03784	17,296	655
01195	3 07708	1 02200	3.14478	0	0
012	0 50746	1.02200	0 51862	0	0
013	0 42785	1 02200	0 43726	0	0
10	0.15080	1 02200	0.15412	0	0
11	0 00356	1 02200	0.00364	0	0
14	0 00537	1.02200	0 00549	0	0
20	0.11741	1 02200	0.11999	0	0
2011	0 00000	1.02200	0 00000	0	0
202	0.11921	1.02200	0.12183	0	0
203	0 62026	1 02200	0 63391	0	0
204	0.06120	1 02200	0.06255	0	0
2041	0 05720	1 02200	0 05846	0	0
2042	0 03759	1.02200	0 03842	0	0
2043	0.15248	1 02200	0.15583	0	0
2044	0 27671	1.02200	0 28280	0	0
2045	0 59551	1 02200	0.60861	0	0
2046	0 03341	1 02200	0 03415	0	0
2062	0 15413	1.02200	0.15752	0	0
20821	0.32655	1 02200	0 33373	0	0
2084	0 04297	1.02200	0 04392	0	0
20851	0.14260	1 02200	0.14574	0	0
209	0 04204	1 02200	0 04296	0	0
21	32.38171	1 02200	33 09411	0	0
24	0 07879	1 02200	0.08052	0	0
2421	0 10262	1 02200	0.10488	0	0
2432	0.13331	1 02200	0 13624	0	0
25	0.55942	1 02200	0.57173	0	0
26	0.24454	1 02200	0 24992	0	0
26211	0 21666	1.02200	0 22143	0	0
26213	0 53958	1.02200	0 55145	0	0
263	0 21874	1 02200	0.22355	0	0
264	0.17266	1 02200	0.17646	0	0
26471	0 14384	1 02200	0.14700	0	0
28	0 05794	1.02200	0.05921	0	0
281	0 01062	1 02200	0.01085	0	0

LOSS & DAMAGE SPREADSHEET (Filename:LOSSDAM)

BRANCH.

SOURCE: 2005 UP URCS

UPDATED: July 12, 2007

INDEX: 2005 TO BASE YEAR= 1.02200
 2005 TO FORECAST YEAR= 1 04800

BASE YEAR					
<u>STCC</u>	<u>2005</u> <u>URCS</u> <u>\$/</u> <u>TON</u>	<u>2005</u> <u>TO</u> <u>BASE YEAR</u> <u>INDEX</u>	<u>BASE YEAR</u> <u>\$/</u> <u>TON</u>	<u>BASE</u> <u>YEAR</u> <u>TONS</u>	<u>BASE YEAR</u> <u>LOSS &</u> <u>DAMAGE</u>
2812	0 02957	1.02200	0.03022	0	0
282	0.15450	1.02200	0.15790	0	0
289	0 10704	1.02200	0.10939	0	0
29	0.01084	1.02200	0.01108	0	0
30	0 10553	1.02200	0 10785	0	0
301	0 14101	1.02200	0.14411	0	0
32	0 02926	1.02200	0.02990	0	0
321	1 23246	1 02200	1 25957	0	0
3295	0.02464	1 02200	0.02518	0	0
33	0 06814	1 02200	0 06964	0	0
3312	0.06708	1.02200	0 06856	0	0
3352	0 35333	1 02200	0 36110	0	0
34	0.31957	1 02200	0.32660	0	0
344	1.14133	1.02200	1 16644	0	0
35	0.87969	1 02200	0 89904	0	0
351	0 00000	1 02200	0.00000	0	0
352	0.41471	1.02200	0.42383	0	0
353	1 08913	1.02200	1 11309	0	0
36	0 70097	1.02200	0 71639	0	0
361	5 48366	1.02200	5 60430	0	0
363	0.23194	1 02200	0 23704	0	0
365	5 51408	1.02200	5 63539	0	0
37	1 64610	1 02200	1 68231	0	0
37111	2 68338	1 02200	2 74241	0	0
37112	1.86561	1.02200	1.90665	0	0
3714	0.28111	1 02200	0 28729	0	0
44	0 06236	1 02200	0 06373	0	0
45	0 15882	1 02200	0 16231	0	0
46	0.08579	1.02200	0 08768	0	0
461	0.08448	1 02200	0 08634	0	0
48	0 00866	1.02200	0.00885	0	0
OTHER	0 07217	1.02200	0 07376	0	0
Total Loss & Damage Base Year				17,296	\$655

<u>STCC</u>	<u>FORECAST YEAR</u>				
	<u>2005</u>	<u>2005 TO</u>	<u>FORECAST</u>	<u>FORECAST</u>	<u>FORECAST</u>
	<u>URCS</u> <u>\$/</u> <u>TON</u>	<u>FORECAST</u> <u>YEAR</u> <u>INDEX</u>	<u>YEAR</u> <u>\$/</u> <u>TON</u>	<u>YEAR</u> <u>TONS</u>	<u>YEAR</u> <u>LOSS &</u> <u>DAMAGE</u>
01	0.06871	1.04800	0.07201	5,700	\$410
0113	0 03703	1 04800	0 03881	21,200	823
01195	3 07708	1 04800	3 22478	0	0
012	0 50746	1 04800	0.53182	0	0
013	0 42785	1.04800	0 44839	0	0
10	0 15080	1 04800	0 15804	0	0
11	0 00356	1 04800	0.00373	0	0
14	0.00537	1.04800	0 00563	0	0
20	0.11741	1.04800	0 12305	3,162	389
2011	0 00000	1 04800	0 00000	0	0
202	0 11921	1.04800	0 12493	0	0
203	0.62026	1 04800	0 65003	0	0
204	0 06120	1.04800	0 06414	0	0
2041	0 05720	1 04800	0.05995	0	0
2042	0 03759	1 04800	0 03939	0	0
2043	0.15248	1 04800	0 15980	0	0
2044	0 27671	1.04800	0 28999	0	0
2045	0 59551	1 04800	0.62409	0	0
2046	0.03341	1 04800	0 03501	0	0
2062	0 15413	1.04800	0.16153	0	0
20821	0.32655	1.04800	0 34222	0	0
2084	0 04297	1 04800	0 04503	0	0
20851	0.14260	1 04800	0 14944	0	0
209	0.04204	1 04800	0 04406	4,896	216
21	32.38171	1.04800	33 93603	0	0
24	0 07879	1 04800	0 08257	0	0
2421	0 10262	1.04800	0.10755	0	0
2432	0.13331	1.04800	0 13971	0	0
25	0 55942	1.04800	0.58627	0	0
26	0.24454	1 04800	0 25628	0	0
26211	0 21666	1 04800	0 22706	0	0
26213	0 53958	1.04800	0 56548	0	0
263	0 21874	1.04800	0 22924	0	0
264	0 17266	1.04800	0.18095	0	0
26471	0.14384	1 04800	0 15074	0	0
28	0 05794	1 04800	0 06072	0	0
281	0.01062	1 04800	0.01113	0	0
2812	0 02957	1.04800	0 03099	0	0
282	0 15450	1.04800	0.16192	0	0
289	0.10704	1 04800	0 11218	0	0
29	0 01084	1.04800	0 01136	0	0
30	0 10553	1 04800	0.11060	0	0
301	0 14101	1 04800	0 14778	0	0
32	0.02926	1 04800	0.03066	0	0
321	1.23246	1 04800	1.29162	0	0

<u>STCC</u>	FORECAST YEAR				
	2005	2005 TO	FORECAST	FORECAST	FORECAST
	URCS	FORECAST	YEAR	YEAR	YEAR
	\$/	YEAR	\$/	TONS	LOSS &
	TON	INDEX	TON		DAMAGE
3295	0 02464	1.04800	0.02582	0	0
33	0 06814	1 04800	0.07141	0	0
3312	0.06708	1 04800	0 07030	0	0
3352	0 35333	1 04800	0 37029	0	0
34	0 31957	1 04800	0.33491	0	0
344	1.14133	1 04800	1.19611	0	0
35	0.87969	1.04800	0 92192	0	0
351	0.00000	1 04800	0 00000	0	0
352	0 41471	1.04800	0 43462	0	0
353	1.08913	1.04800	1 14141	0	0
36	0.70097	1 04800	0 73462	0	0
361	5.48366	1.04800	5.74688	0	0
363	0 23194	1.04800	0 24307	0	0
365	5.51408	1.04800	5.77876	0	0
37	1.64610	1 04800	1.72511	0	0
37111	2 68338	1 04800	2.81218	0	0
37112	1 86561	1.04800	1.95516	0	0
3714	0.28111	1 04800	0.29460	0	0
44	0 06236	1.04800	0 06535	0	0
45	0.15882	1 04800	0.16644	0	0
46	0.08579	1.04800	0.08991	0	0
461	0 08448	1 04800	0 08854	0	0
48	0 00866	1 04800	0.00908	0	0
OTHER	0.07217	1 04800	0.07563	0	0
Total Loss & Damage Forecast Year				34,958	\$1,838

APPENDIX E

Verified Statement

Of

Angelica V. Size

My name is Angelica (Angie) V. Size. I am employed by the Union Pacific Railroad Company ("UP") as a Market Analyst for Domestic Feed Grains in the Marketing & Sales Department; my office address is 1400 Douglas Street, Stop Code 1310, Omaha, Nebraska 68179. I have been employed by UP since June of 1997 and have been in my current position for nearly three (3) years. The primary duties of my position are price management and market analysis.

It is my understanding that UP is preparing to file an application with the Surface Transportation Board ("STB") to discontinue UP's service over the Elberta Line which includes the Tintic Industrial Lead between Mileposts 5.52 and 26.00 ("Tintic Industrial Lead"). This statement details the shipping history and available transportation alternatives for the only active shipper and user of rail transportation along the Elberta Line, Deseret Grain.

Deseret Grain operates a grain storage elevator on the Tintic Industrial Lead portion of the Elberta Line (the "Deseret Facility"). In the past, Deseret Grain has received feed corn and wheat at the Deseret Facility from producers via rail for storage. Deseret Grain has also sent outbound carloads of feed corn and wheat via rail to consumers. At the beginning of 2003, UP's track on the Elberta Line was taken out of service, thus leaving the Deseret Facility without a rail transportation option. The following are the carload amounts for the year directly preceding and the years subsequent to the rail service discontinuance on the Elberta Line.

Inbound rail traffic volumes at the Deseret Facility for 2002:

Com	99 carloads	9,997 tons
Wheat	19	1,882 tons
TOTAL:	118 carloads	11,879 tons

Outbound rail traffic volumes at the Deseret Facility for 2002:

Wheat	54 carloads	5,417 tons
--------------	--------------------	-------------------

Deseret Facility traffic volumes that moved via truck and were subsidized by UP after the Elberta Line was taken out of service:

	Bushels	Carloads
Wheat2003	133,203	40
Corn 2004	336,853	91
Wheat2004	115,223	35
Wheat2005	232,143	70
Wheat2006	190,500	60
Wheat2007	170,000	50

It is my understanding that when the Elberta Line was taken out of service, Deseret Grain was notified that UP would compensate Deseret Grain for alternative transportation used to fulfill Deseret Grain's shipping needs. The compensation was limited to offset the difference between rail cost and truck cost when truck cost exceeded rail cost for the desired move. It is my further understanding that Deseret Grain purchased their feed corn from Scoular Grain in Ogden, Utah, that the feed corn was delivered to Deseret Grain via truck, and that Deseret Grain returned the truck back to Scoular Grain filled with wheat.

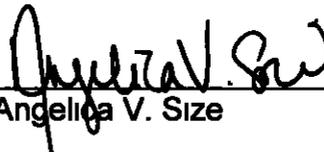
Deseret Grain has stated that it could potentially sustain an estimated annual volume of 288 new carloads over the Elberta Line in the event UP reopens it. Deseret Grain's calculation of this estimate assumes that Deseret Grain could attract the potential feed ingredient shipping business of surrounding dairies. Even if UP accepts Deseret Grain's speculative estimate of 288 new carloads per year, this volume is not sufficient to justify UP's cost to repair and operate the Tintic Industrial Lead. Deseret Grain has a proven practical transportation alternative in truck transportation for its agricultural shipping needs out of its Deseret Facility and has utilized such truck alternative for the past four years.

I have also had discussions with our Industrial Development Department, the business unit of UP which actively solicits new rail customers, regarding the Elberta Line. Steven Burke, UP's Regional Manager of Industrial Development, is responsible for UP's territory in Utah. Per my discussions with Mr. Burke on February 14, 2007, UP's Industrial Development Department has determined that there are no prospects of new businesses locating along the Elberta Line in the near future.

There is no overhead traffic on the Elberta Line.

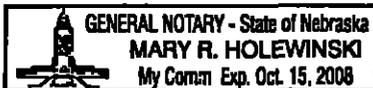
STATE OF NEBRASKA)
) SS.
COUNTY OF DOUGLAS)

Angelica V Size, being first duly sworn, deposes and states that she has read the above document, knows the facts asserted therein, and that the same are true as stated



Angelica V. Size

SUBSCRIBED and SWORN to before me this 10th day of September, 2007





Notary Public

APPENDIX F



Verified Statement

Of

Tanya L. Spratt

My name is Tanya L. Spratt. I am employed by Union Pacific Railroad Company ("UP") as a Manager in the Real Estate Department. My office address is 1400 Douglas Street STOP 1690, Omaha, Nebraska 68179. I hold a Bachelor of Arts degree in Political Science from the University of Nebraska – Lincoln and a Juris Doctor degree from Creighton University School of Law – Omaha, Nebraska. I have been in my current position for a year and five months and have been employed with UP for two years and nine months. In my current position, I have been responsible for selling and managing UP's property interests. My duties have included asset utilization of UP property, selling excess UP property, valuating property, and managing leases.

It is my understanding that UP is preparing to file an application with the Surface Transportation Board ("STB") to discontinue service over a portion of the Elberta Line which consists of four "end to end" line segments, the Tintic Industrial Lead from Milepost 5.52 to Milepost 26.00, the West Tintic Industrial Lead from Milepost 26.00 to Milepost 27.57, the Goshen Valley Branch from Milepost 0.0 to Milepost 3.80, and the Iron King Branch from Milepost 0.0 to Milepost 2.15, a total distance of 27.57 miles in Utah County, State of Utah (collectively the "Rail Line" or "Elberta Line"). UP sold a portion of the right-of-way under the Tintic Industrial Lead, in September 2002 to the Utah Transit Authority ("UTA") from milepost 0.00 to milepost 13.06 just west of Payson, Utah (the "UTA Line Segment"). The sale included all right, title and interest of right-of-way. Simultaneously with the sale of the UTA Line Segment, UP retained trackage rights to operate over the UTA Line Segment to provide freight service.

Of the 27.57 miles that UP is requesting to discontinue service over, approximately 47 percent of the right-of-way is reversionary and 53 percent is non-reversionary. This 27.57 mile portion of the Elberta Line includes 28 railroad crossings that are listed on Exhibit A.

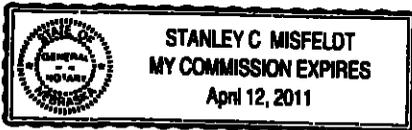
STATE OF NEBRASKA)
) SS.
COUNTY OF DOUGLAS)

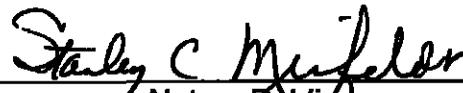
Tanya Spratt, being first duly sworn, deposes and states that she has read the above document, knows the facts asserted therein, and that the same are true as stated.



Tanya Spratt

SUBSCRIBED and *SWORN* to before me this 7th day of September, 2007.





Notary Public

EXHIBIT 1



AFI - DOT Crossing Search Results

9/10/2007 11:43:51 AM

Classification: **Active**
 Crossing Type: [ALL]
 Grade Type: [ALL]
 City: [ALL]

Subdivision: TINTIC IND LD
 Segment: [ALL]
 Track Type: [ALL]
 Begin Mile: 0
 End Mile: 33.18

DOT ID	Type	Grade	Miles	City	Street	Surface	Signs	Flashers	Gates	RR Under	Wood Plank	Concrete Slab	Sectional Timber	Asphalt	Gravel	Other	Total Rows
254400V	PB	AT GRADE	0.45	SPRINGVILLE	5TH SOUTH ST	ASPHALT	XBUCKS / STOP SIGNS										30
254401C	PB	AT GRADE	0.65	SPRINGVILLE	550 SOUTH STREET	GRAVEL	XBUCKS / STOP SIGNS										70
254402J	PR	AT GRADE	0.75	SPRINGVILLE	PRIVATE	GRAVEL	NONE										16
254403R	PR	AT GRADE	0.85	SPRINGVILLE	PRIVATE	GRAVEL	NONE										16
2550060J	PR	AT GRADE	1.28	SPANISH FORK	PRIVATE	ASPHALT	NONE										20
254408A	PB	AT GRADE	1.81	SPRINGVILLE	1800 SOUTH	SECTIONAL TIMBER	XBUCKS / YIELD SIGNS										32
254408G	PB	AT GRADE	2.41	SPRINGVILLE	5900SE I-15CNTYRD	GRAVEL	XBUCKS / STOP SIGNS										48
254411H	PB	RR UNDER	2.85	SPANISH FORK	I-15 OVERPASS	RR UNDER	NONE										1
254412P	PB	AT GRADE	3.01	SPANISH FORK	200 EAST STREET	WOOD PLANK	XBUCKS / STOP SIGNS										48
254413W	PB	AT GRADE	3.30	SPANISH FORK	MAIN ST.	CONCRETE SLAB	GATES										80
254414D	PB	AT GRADE	3.78	SPANISH FORK	600 S. 3RD WEST	SECTIONAL TIMBER	FLASHERS										24
254415K	PB	RR UNDER	4.42	SPANISH FORK	6400 SOUTH OVERPA	RR UNDER	NONE										1
254417Y	PB	RR UNDER	5.06	SPANISH FORK	850 WEST OVERPASS	RR UNDER	NONE										0
254418F	PB	AT GRADE	5.10	SPANISH FORK	6900 SOUTH	ASPHALT	XBUCKS / YIELD SIGNS										60
254418S	PB	AT GRADE	5.15	SPANISH FORK	6900 SOUTH	SECTIONAL TIMBER	FLASHERS										32
254420G	PB	RR UNDER	5.07	SPANISH FORK	7300 SOUTH OVERPA	RR UNDER	NONE										1

AFI - DOT Crossing Search Results

9/10/2007 11:49.14 AM

Subdivision: TINTIC IND LD

Segment: [ALL]

Track Type: [ALL]

Begin Mile: 0

End Mile: 33.18

Classification: [ALL]

Crossing Type: [ALL]

Grade Type: [ALL]

City: [ALL]

*ALL CROSSINGS PAST MP 6.07 ARE NOW "INACTIVE - TRACK OUT OF SERVICE"

DOT ID	Type	Grade	Mile	Near	City	Street	Warn	Surface	Len	Lane
254400V	PB	AT GRADE	0.45	IN	SPRINGVILLE	5TH SOUTH ST	XBUCKS / STCP SIGNS	ASPHALT	30	2
254401C	PB	AT GRADE	0.55	NR	SPRINGVILLE	550 SOUTH STREET	XBUCKS / STCP SIGNS	GRAVEL	70	2
254402J	PR	AT GRADE	0.75	NR	SPRINGVILLE	PRIVATE	NONE	GRAVEL	16	1
254403R	PR	AT GRADE	0.85	NR	SPRINGVILLE	PRIVATE	NONE	GRAVEL	16	1
254505J	PR	AT GRADE	1.28	IN	SPANISH FORK	PRIVATE	NONE	ASPHALT	20	0
254408A	PB	AT GRADE	1.61	NR	SPRINGVILLE	1600 SOUTH	XBUCKS / YIELD SIGNS	SECTIONAL TIMBER	32	2
254458D	PB	AT GRADE	2.36	NR	ELBERTA	US-68.50	XBUCKS	ASPHALT	26	2
254408G	PB	AT GRADE	2.41	NR	SPRINGVILLE	5300SE 1-15CNTYRD	XBUCKS / STOP SIGNS	GRAVEL	48	2
254411H	PB	RR UNDER	2.85	NR	SPANISH FORK	1/5 OVERPASS	NONE	RR UNDER	1	0
254412P	PB	AT GRADE	3.01	IN	SPANISH FORK	210 EAST STREET	XBUCKS / STOP SIGNS	WOOD PLANK	48	2
254413W	PB	AT GRADE	3.30	IN	SPANISH FORK	MAIN ST	GATES	CONCRETE SLAB	60	2
254459K	PB	AT GRADE	3.37	NR	ELBERTA	S OF OFF A0008	XBUCKS	GRAVEL	42	2
254414D	PB	AT GRADE	3.76	IN	SPANISH FORK	670 S. 3RD WEST	FLASHERS	SECTIONAL TIMBER	24	2
254530A	PB	AT GRADE	4.01	NR	ELBERTA		XBUCKS	GRAVEL	1	2
254416K	PB	RR UNDER	4.42	IN	SPANISH FORK	6430 SOUTH OVERPA	NONE	RR UNDER	1	0
254417Y	PB	RR UNDER	6.05	NR	SPANISH FORK	650 WEST OVERPASS	NONE	RR UNDER	1	0
254419M	PB	AT GRADE	5.07	NR	SPANISH FORK	950 WEST 8700 S	XBUCKS	GRAVEL	1	2
254418F	PB	AT GRADE	5.10	NR	SPANISH FORK	8800 SOUTH	XBUCKS / YIELD SIGNS	ASPHALT	60	2
254418S	PB	AT GRADE	5.15	IN	SPANISH FORK	8800 SOUTH	FLASHERS	SECTIONAL TIMBER	32	2
254420G	PB	RR UNDER	6.07	NR	SPANISH FORK	7300 SOUTH OVERPA	NONE	RR UNDER	1	0
254421N	PB	AT GRADE	7.18	IN	PAYSON	8000 SOUTH	GATES	SECTIONAL TIMBER	48	2
254422V	PB	AT GRADE	7.51	NR	PAYSON	2200 WEST 8300 S	XBUCKS / STOP SIGNS	ASPHALT	26	2
254423C	PB	AT GRADE	9.34	NR	PAYSON	HAMBERGRRD WOF16	XBUCKS	GRAVEL	26	2
254424J	PB	AT GRADE	9.66	NR	PAYSON	SR-115	FLASHERS	SECTIONAL TIMBER	48	2
254425R	PB	AT GRADE	10.39	IN	PAYSON	4TH NORTH ST	XBUCKS	ASPHALT	32	2
256048P	PB	AT GRADE	10.59	NR	SALT LAKE CITY		NONE	ASPHALT	1	2
254426X	PB	AT GRADE	10.83	IN	PAYSON	UTAH AVE	FLASHERS	ASPHALT	63	2
254427E	PB	AT GRADE	11.05	IN	PAYSON	G ST 225 S 850 W	XBUCKS	ASPHALT	16	1
254428L	PB	AT GRADE	11.36	NR	PAYSON	10800 SOUTH	XBUCKS	ASPHALT	28	2
254428T	PB	AT GRADE	12.11	NR	PAYSON	4600 WEST	XBUCKS	ASPHALT	32	2
254430M	PB	AT GRADE	13.06	NR	PAYSON	3250 WEST	XBUCKS	ASPHALT	32	2
254431U	PB	AT GRADE	14.28	NR	SANTAQUIN	12000 SOUTH	XBUCKS	ASPHALT	21	2
254432B	PB	AT GRADE	15.25	NR	SANTAQUIN	ORCHARD ACCESS	NONE	GRAVEL	1	1
254433H	PB	AT GRADE	16.56	NR	SANTAQUIN	MOUNTAIN ROAD	XBUCKS	ASPHALT	32	2
254434P	PB	AT GRADE	16.14	NR	GENOLA	LIMEQUARRY 12300S	XBUCKS	GRAVEL	37	2
254436W	PB	AT GRADE	16.44	NR	GENOLA		XBUCKS	ASPHALT	37	2
254437K	PB	AT GRADE	17.27	IN	GENOLA	CNTY RD 200S 626E	XBUCKS	GRAVEL	26	2
254438S	PR	AT GRADE	17.51	IN	GENOLA	400S 400E	NONE	ASPHALT	16	0

Total Rows: 47

AFI - DOT Crossing Search Results

9/10/2007 11:49.14 AM

Subdivision: TINTIC IND LD

Segment: [ALL]

Track Type: [ALL]

Begin Mile: 0

End Mile: 33.18

Classification: [ALL]

Crossing Type: [ALL]

Grade Type: [ALL]

City: [ALL]

Street: [ALL]

Track ID	Track Type	Grade	Mile	City	Street	Classification	Surface	Total Rows	Lane
254458Y	PR	AT GRADE	17.61	GENOLA	500S 360E	NONE	ASPHALT	11	0
254458Z	PB	AT GRADE	18.27	GOSHEN	13600 SOUTH	XBUCKS	ASPHALT	42	2
254459A	PB	AT GRADE	18.99	GOSHEN		XBUCKS	ASPHALT	11	2
254459B	PB	AT GRADE	19.86	GOSHEN	WARM SPRING ROAD	XBUCKS	GRAVEL	16	2
254459C	PB	AT GRADE	20.53	GOSHEN		XBUCKS	ASPHALT	121	2
254459D	PR	AT GRADE	21.21	GOSHEN	LANDACCESS NOFR6	NONE	ASPHALT	16	0
254459E	PB	AT GRADE	22.20	GOSHEN	CNTYRDCNTRSTN00N	XBUCKS	ASPHALT	16	2
254459F	PB	AT GRADE	23.12	GOSHEN	11130 WEST	XBUCKS	ASPHALT	16	2
254459G	PB	AT GRADE	25.22	GOSHEN	12800 WEST	XBUCKS	ASPHALT	1	2

APPENDIX G

United States Department of Agriculture



Natural Resources Conservation Service
125 South State Street, Room 4402
Salt Lake City, UT 84138-1100
(801) 524-4550
FAX (801) 524-4403

December 11, 2006

Mr. Mack Shumate
Senior General Attorney
Law Department
Union Pacific Railroad
101 North Wacker Drive, Room 1920
Chicago, Illinois 60606-1718

Dear Mr. Shumate

The Utah Natural Resources Conservation Service received your proposal on the Union Pacific Railroad Company—Discontinuance—in Utah County, Utah, (Elberta Line including Tintic Industrial Lead, Goshen Valley Branch, and Iron King Branch) for impacts on unique and prime farmland and has determined this project will have no affect.

Sincerely,


M. RON DAVIDSON
Assistant State Conservationist – Technology

RECEIVED

DEC 18 2006

LAW DEPARTMENT
UNION PACIFIC RR CO.

APPENDIX H





July 11, 2006

Mr. Rick LaFontaine
Deseret Mill & Elevators
61 South 600 West
Kaysville, UT 84037

Dear Mr. LaFontaine:

For the reasons referenced below, Union Pacific Railroad Company ("Union Pacific") has no reasonable alternative but to seek authority from the Surface Transportation Board ("STB") to discontinue its operation of the "Elberta Line", consisting of the Tintic Industrial Lead from Spanish Fork to Elberta and the Goshen Valley and Iron King segments west of Elberta.

1. The Elberta Line begins at milepost 5.52 near Spanish Fork. The west end of the Elberta Line that had been utilized for service in recent years is at approximately milepost 26.0, providing switching room for Deseret's facility. Accordingly, about 20.5 miles of track must be utilized exclusively to service the Deseret facility. Between milepost 5.52 and milepost 13.06 at Payson, the track is owned by UTA but UP has responsibility for maintenance; west of Payson, the line is owned by UP alone. At the end of 2003, UP took the Elberta Line out of service due to deteriorating track condition and has since compensated Deseret when the overall cost of alternative service to Deseret was higher than the rates that would have been paid for direct rail service.

2. Union Pacific recently completed an economic study that made use of two major inputs – (a) the calculation by our Engineering Department of the rehabilitation expenditures needed to bring the Elberta Line back in service at a maximum of ten miles per hour (Federal Railroad Administration Class I condition), and (b) the 300 car traffic projection that Deseret gave Trevor Rooker in December 2005. First, regarding rehabilitation, the Elberta Line requires the replacement of approximately 25,000 ties and about 6 miles of worn and/or light weight rail, plus some other work, costing a total of more than \$4 million. Second, we attached revenue to the various traffic flows comprising the traffic projection. The result is that, to cover both Union Pacific's day to day operating expenses and the rehabilitation, we would have to receive additional annual compensation from Deseret that would, at the 300 car level, effectively constitute a doubling of the freight rates on the line.

Union Pacific realizes that Deseret could not reasonably justify such significant expenditures when alternatives such as transloading are clearly cheaper. Accordingly, Union Pacific sees no reasonable alternative but to pursue discontinuance authority for

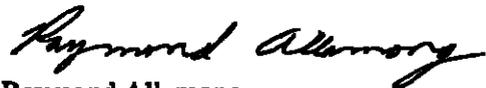
Marketing & Sales

UNION PACIFIC RAILROAD
1400 Douglas St., Stop 1350, Omaha, NE 68179-1350

the Elberta Line. When the STB grants discontinuance authority, the railroad's common carrier obligation to provide physical service – or compensation in lieu of physical service – comes to an end, but the track structure and right of way remain in place, leaving at least a chance that the line could be reactivated in the future. However, Union Pacific is of the opinion that in this case, the ultimate fate of the Elberta Line will be complete abandonment and liquidation. It is expected that Union Pacific will file the discontinuance around the end of the summer, and the processing of same would likely take the STB around five months. Accordingly, it is expected that Union Pacific will have around eight more months of substitute service obligation to Deseret.

We appreciate your views and comments regarding the unfortunate economic situation of the Elberta Line and the regrettable but necessary planned STB filings.

Sincerely,



Raymond Allamong
Senior Manager Rail Line Planning
402-544-3889

APPENDIX I

APPENDIX J



--



UNION PACIFIC RAILROAD COMPANY

CHARLES W. SAYLORS
DIRECTOR-LEGAL SUPPORT SERVICES

1416 DODGE STREET
OMAHA, NEBRASKA 68179
(402) 271-4861



July 18, 2003

State Clearinghouse (or alternate):

Utah State Clearinghouse
Office of Planning and Budget
Room 116, State Capitol
Salt Lake City, UT 84114

State Environmental Protection Agency:

Division of Environmental Health
P.O. Box 16700
Salt Lake City, UT 84116-0700

State Coastal Zone Management Agency

(if applicable):

Not applicable.

Head of County (Planning):

Utah County Commissioners
County Administration Building
100 East Center Street
Provo, UT 84606-3106

Environmental Protection Agency

(regional office):

U.S. Environmental Protection Agency
Region VIII
999 18th Street, Suite 500
Denver, CO 80202-2466

U.S. Fish and Wildlife:

U.S. Fish & Wildlife Service, Region 6
Denver Federal Center
Denver, CO 80225

U.S. Army Corps of Engineers:

U.S. Army Engineer District, Sacramento
District Commander
1325 J Street
Sacramento, CA 95814-2922

National Park Service:

National Park Service
William D. Shaddox
Chief, Land Resources Division
1849 "C" St., N. W., #MS3540
Washington, DC 20240

U.S. Natural Resources Conservation Service:

Natural Resource Conservation Service
4402 Bennett Federal Building
125 South State Street
Salt Lake City, UT 84147

National Geodetic Survey:

National Geodetic Survey
Edward J. McKay, Chief
Spatial Reference System Division
NOAA N/NGS2
1315 E-W Highway
Silver Spring, MD 20910-3282

State Historic Preservation Office:

Utah State Historical Society
300 Rio Grande
Salt Lake City, UT 84101

Other Agencies Consulted:

None.

Re: Proposed Abandonment of the Elberta Line from Spanish Fork to Iron King, including the Tintic Industrial Lead from M. P. 5.52 near Spanish Fork to M. P. 27.23 near Pearl; the Goshen Valley Branch from M. P. 0.0 near Pearl to M. P. 3.8 near Flora; and the Iron King Branch from M. P. 0.0 near Flora to M. P. 2.15 at Iron King, a total distance of 27.57 miles in Utah County, Utah; STB Docket No. AB-33 (Sub-No. 209)

Dear Sirs:

Union Pacific Railroad Company plans to request authority from the Surface Transportation Board (STB) to abandon and discontinue service on the Elberta Line from Spanish Fork to Iron King, including the Tintic Industrial Lead from M. P. 5.52 near Spanish Fork to M. P. 27.23 near Pearl; the Goshen Valley Branch from M. P. 0.0 near Pearl to M. P. 3.8 near Flora; and the Iron King Branch from M. P. 0.0 near Flora to M. P. 2.15 at Iron King, a total distance of 27.57 miles in Utah County, Utah. A map of the proposed track abandonment shown in black is attached.

Pursuant to the STB's regulations at 49 C.F.R. Part 1152, and the environmental regulations at 40 C.F. R. Part 1105.7, this is to request your assistance in identifying any potential effects of this action as indicated in the paragraphs below. We do not anticipate any adverse environmental impacts; however, if you identify any adverse environmental impacts, describe any actions that are proposed in order to mitigate the environmental impacts. Please provide us with a written response that can be included in an Environmental Report, which will be sent to the STB.

LOCAL AND/OR REGIONAL PLANNING AGENCIES. State whether the proposed action is consistent with existing land use plans. Describe any inconsistencies.

U. S. SOIL CONSERVATION SERVICE. State the effect of the proposed action on any prime agricultural land.

U. S. FISH AND WILDLIFE SERVICE (And State Game And Parks Commission. If Addressed). State (1) whether the proposed action is likely to adversely affect endangered or threatened species or areas designated as a critical habitat, and if so, describe the effects, and, (2) whether wildlife sanctuaries or refuges, National or State parks or forests will be affected, and describe any effects.

STATE WATER QUALITY OFFICIALS. State whether the proposed action is consistent with applicable Federal, State or Local water quality standards. Describe any inconsistencies.

U. S. ARMY CORPS OF ENGINEERS. State (1) whether permits under Section 404 of the Clean Water Act (33 U.S. C. § 1344) are required for the proposed action and (2) whether any designated wetlands or 100-year flood plains will be affected. Describe the effects.

U. S. ENVIRONMENTAL PROTECTION AGENCY AND STATE ENVIRONMENTAL PROTECTION (OR EQUIVALENT AGENCY). (1) Identify any potential effects on the surrounding area, (2) identify the location of hazardous waste sites and known hazardous material spills on the right-of-way and list the types of hazardous materials

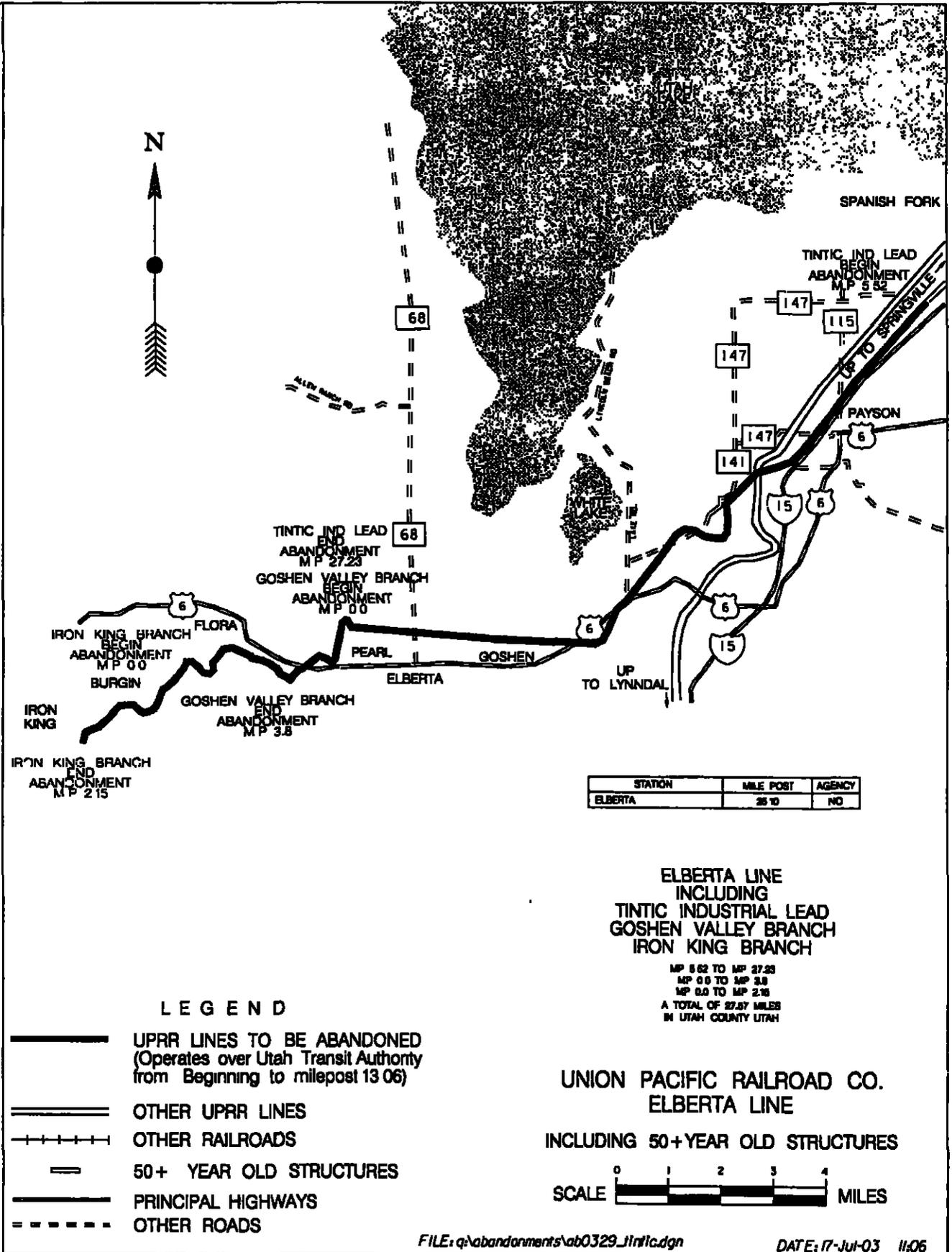
involved, and (3) state whether permits under Section 402 of the Clean Water Act (33 U.S.C. § 1342) are required for the proposed action.

Thank you for your assistance. Please send your reply to Union Pacific Railroad, Mr. Chuck Saylor, 1416 Dodge Street, Room 830, Omaha, NE, 68179. If you need further information, please contact me at (402) 271-4861.

Yours truly,


Charles W. Saylor

Attachment





November 28, 2006

VIA UPS OVERNIGHT

Surface Transportation Board
Section of Environmental Analysis
1925 "K" Street, N.W. Room 504
Washington, DC 20423-0001

Attention: Victoria Rutson

RE: Docket No. AB-33 (Sub-No. 209), Union Pacific Railroad Company - Discontinuance of Operation - In Utah County, Utah (Elberta Line Including Tintic Industrial Lead, Goshen Valley Branch and Iron King Branch)

Dear Ms. Rutson:

Enclosed for filing in the above-referenced docket are the original and ten (10) copies of a Combined Environmental and Historic Report prepared pursuant to 49 C.F.R. §1105.7 and §1105.8, with a Certificate of Service, and a transmittal letter pursuant to 49 C.F.R. §1105.11.

Union Pacific anticipates filing an Application for Abandonment in this matter on or after December 18, 2006.

Sincerely yours,

A handwritten signature in black ink, appearing to read "Mack H. Shumate, Jr.", written in a cursive style.

Enclosures

O:\ABANDONMENTS\33-209\EHRLetter.doc

Mack H. Shumate, Jr.
Senior General Attorney, Law Department

UNION PACIFIC RAILROAD
101 N Wacker Dr, Rm 1920, Chicago, IL 60606-1718
ph (312) 777-2055 fx (312) 777 2065



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STREET ADDRESS **101 N WACKER DR RM 1920**

CITY AND STATE **CHICAGO IL** ZIP CODE **60606 1718**

2 EXTREMELY URGENT DELIVERY TO

NAME **Ms Victoria Rutson** TELEPHONE

COMPANY **Surface Transp. Board** *Sect of Envir. Analysis*

STREET ADDRESS **1925 "K" St. NW.** DEPT./FLH **Room 504**

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			0101911202609 8/00 M

cc: Utah State Clearinghouse
Department of Environmental Quality
Utah City Council
U.S. Environmental Protection Agency
U.S. Fish & Wildlife Service
U.S. Army Engineer District
National Park Service
National Resource Conservation Service
National Geodetic Survey
Utah State Historical Society

bcc: w/enclosures

Ray Allamong - Room 1350
Angie Size - 13.D910
Lynda Prucha - Room 1580
Hans Matthiessen - 18.B673
Chuck Saylor - 15.H024
Gabe Meyer - 15.H530
Joel Strafelda - 10.C539
Don Snoddy - 15.D405

bcc: w/o enclosures

Dennis Duffy - 11.I518
Joe Bateman - 15.I594
James Barnes - 15.G591
Mike Shallow - 06.A767
Phillip Christensen - 16.B171
Dave Hatfield - 11.I447
Bill E. Loomis - Room 0710
Roger Nicolaisen - 16.E088
Greg Pinker - 16.H559
Bill Wimmer - 09.J225
Abe Ghazai - Room 0910

Blind Note:

If anyone listed above wishes to obtain a copy of the Combined Environmental and Historic Report, please contact Chuck Saylor at 544-4861.

**BEFORE THE
SURFACE TRANSPORTATION BOARD**

Docket No. AB-33 (Sub-No. 209)

**UNION PACIFIC RAILROAD COMPANY
– DISCONTINUANCE –
IN UTAH COUNTY, UTAH
(ELBERTA LINE INCLUDING TINTIC INDUSTRIAL LEAD, GOSHEN VALLEY
BRANCH, AND IRON KING BRANCH)**

Combined Environmental and Historic Report

**UNION PACIFIC RAILROAD COMPANY
Mack H. Shumate, Jr., Senior General Attorney
101 North Wacker Drive, Room 1920
Chicago, Illinois 60606
(312) 777-2055
(312) 777-2065 FAX**

**Dated: November 28, 2006
Filed: November 29, 2006**

O:\ABANDONMENTS\33-209\EHR.doc

BEFORE THE
SURFACE TRANSPORTATION BOARD

Docket No. AB-33 (Sub-No. 209)

UNION PACIFIC RAILROAD COMPANY
-- DISCONTINUANCE --
IN UTAH COUNTY, UTAH
(ELBERTA LINE INCLUDING TINTIC INDUSTRIAL LEAD, GOSHEN VALLEY
BRANCH, AND IRON KING BRANCH)

Combined Environmental and Historic Report

Union Pacific Railroad Company ("UP") submits this Combined Environmental and Historic Report pursuant to 49 CFR §1105.7(e) and 49 CFR §1105.8(d), respectively, for a discontinuance of the Elberta Line, including the Tintic Industrial Lead from Milepost 5.52 to Milepost 27.23, the Goshen Valley Branch from Milepost 0.0 to Milepost 3.80, and the Iron King Branch from Milepost 0.0 to Milepost 2.15 , a total distance of 27.57 miles in Utah County, Utah (the "Line"). The Line traverses U.S. Postal Service Zip Codes 84626, 84633, and 84651.

The UP anticipates that an Application for Discontinuance of the Line will be filed with the STB on or after December 18 2006.

A map of the Line marked **Attachment No. 1** is attached hereto and hereby made part hereof. UP initially contacted federal, state and local agencies concerning the proposed discontinuance of the Elberta Line on July 18, 2003. This initial contact was supplemented with an identical contact on October 17, 2006. These two (2) UP letters to federal, state and local government agencies are marked

Attachment No. 2 and Attachment No. 3, respectively, are attached hereto and hereby made a part hereof. Responses received to UP's letters to date are attached and sequentially numbered.

ENVIRONMENTAL REPORT
49 C.F.R. § 1105.7(e)

(1) Proposed action and alternatives.

Describe the proposed action, including commodities transported, the planned disposition (if any) of any rail line and other structures that may be involved, and any possible changes in current operations or maintenance practices. Also describe any reasonable alternatives to the proposed action. Include a readable, detailed map and drawings clearly delineating the project.

Response: The proposed action involves the discontinuance of service on the Elberta Line, including the Tintic Industrial Lead from Milepost 5.52 to Milepost 27.23, the Goshen Valley Branch from Milepost 0.0 to Milepost 3.80, and the Iron King Branch from Milepost 0.0 to Milepost 2.15, a total distance of 27.57 miles in Utah County, Utah.

The Elberta Line consists of three "end to end" line segments - the Tintic Industrial Lead from Milepost 5.52 near Spanish Fork to Milepost 27.23 near Pearl, the Goshen Valley Branch from Milepost 0.0 near Pearl to Milepost 3.8 near Burgin (milepost 2.89 equals Milepost 2.98) and the Iron King Branch from Milepost 0.0 near Burgin to the end of track at Milepost 2.15 near Iron King, a total of 27.57 miles. Only the Tintic Industrial Lead handled business in recent years essentially as a tail room point for the Deseret Grain facility at approximately milepost 26.0. The Line has been out of service since the end of 2002 because of deteriorated track condition. Deseret Grain has utilized truck service for its transportation needs since the end of 2002.

These truck movements have involved truck delivery of corn to and truck shipments of wheat from the Deseret Grain facility. These truck movements have qualified as substitute service, and monetary compensation has been and is paid by UP to Deseret Grain for those movements where logistics involving truck delivery of corn to, or truck shipment of wheat from, the Deseret Grain facility results in documented logistics costs higher than what would have been the rail direct cost had UP provided the transportation by rail at the applicable rate. The remaining track segments, though filed as part of this Application, clearly qualify for out-of-service exemptions and should be approved for discontinuance of service by the STB regardless of the Board's decision on the historically active segment.

In 2005, Deseret informed UP that it was developing dairy activity at the Deseret Grain facility at Elberta, Utah, and that if rail service was restored there would be additional volume and commodities. Deseret gave UP its projections, UP priced them and developed a pro forma estimate based on the theoretical economic result. This proforma estimate uses Deseret Grain's own projections. Therefore, the traffic pattern projection for the forecast year gives maximum weight to Deseret Grain's estimates even though there is no guarantee that Deseret Grain would actually have shipped anything under these rates from or to its facility at Elberta, Utah. In July, 2006 UP sent a letter to Deseret Grain describing the reasons UP concluded that operation of the Elberta Line needed to be discontinued. A copy of UP's letter is attached as **Attachment No. 4**, and is hereby made part hereof. In subsequent phone conversations, Deseret Grain took no exception to the estimates used in the letter.

The area is well served by federal and state highways and local roads. Since the Line to be discontinued has had no local industry business since 2002, the proposed discontinuance will have no effect on area highway traffic patterns and there will be no increase in truck traffic on area roads.

The portion of the Elberta Line known as the Tintic Industrial Lead was constructed by the Tintic Range Railway Company in 1891 and 1892. Current rail includes 100-pound and 110-pound jointed rail laid in 1973 between the Tintic Industrial Lead segment starting at Milepost 5.52 and Milepost 10.0, 85-pound jointed rail laid in 1915 between Milepost 10.0 and Milepost 14.5, 131-pound jointed rail laid in 1972 between Milepost 14.5 and Milepost 16.0, 85-pound jointed rail laid in 1915 between Milepost 16.0 and Milepost 21.0, and 75-pound jointed rail laid in 1913 between Milepost 21.0 and the end of the Tintic Industrial Lead segment. The Goshen Valley Branch was constructed by the Goshen Valley Railroad in 1919 and the original 85-pound and 75-pound jointed rail is still in place. The Iron King Branch was constructed in 1919 by the Goshen Valley Railroad and was laid with 75-pound rail which is still in place.

Approximately 50% of the property affected by the proposed discontinuance is federally-granted right-of-way, and therefore reversionary. Transfer of title, therefore, would not provide the transferee with an unbroken right-of-way. However, if the land is acquired by a public entity for recreational or other public purposes, the United States of America may be willing to convey an interest in the reversionary property sufficient for a public entity to utilize the property for recreational or other public purposes. Since adequate roads already exist, the feasibility of using

the majority of the property for roads, highways, or mass transportation appears to be marginal. However, that portion of the Line east of the City of Payson, Utah, will most likely be used for mass transportation and is currently owned by Utah Transit Authority. Conservation, energy production or transmission also appear unlikely. The most likely use of the Line west of Payson would be for recreational activities such as biking, hiking, or ATV trail use.

Based on information in UP's possession, the Line contains several segments of federally granted right-of-way that are reversionary and which collectively account for approximately fifty percent (50%) of the property affected by the proposed discontinuance. Any documentation in UP's possession will be made available to those requesting it.

A map of the Line is attached as **Attachment No. 1.**

(2) Transportation system.

Describe the effects of the proposed action on regional or local transportation systems and patterns. Estimate the amount of traffic (passenger or freight) that will be diverted to other transportation systems or modes as a result of the proposed action.

Response: As discussed above, the Line has had no local industry rail traffic business nor overhead rail traffic since 2002. As such, the proposed discontinuance should have no effect on area highway traffic patterns and there will be no increase in truck traffic on area roads.

(3) Land use.

(i) Based on consultation with local and/or regional planning agencies and/or a review of the official planning documents prepared by such agencies, state whether the proposed action is consistent with existing land use plans. Describe any inconsistencies.

(ii) Based on consultation with the U.S. Soil Conservation Service, state the effect of the proposed action on any prime agricultural land.

(iii) If the action effects land or water uses within a designated coastal zone, include the coastal zone information required by §1105.9.

(iv) If the proposed action is an abandonment, state whether or not the right-of-way is suitable for alternative public use under 49 U.S.C. § 10905 and explain why.

Response:

(i) The County Commissioner has been contacted. To date UP has received no response.

(ii) The United States Natural Resources Conservation Service has been contacted and by letter dated July 31, 2003, has stated that the proposed discontinuance will not affect any prime farmland. The Natural Resources Conservation Service response is attached as **Attachment No. 5**, and is hereby made part hereof. No additional response has been received.

(iii) Not Applicable.

(iv) If the land is acquired by a public entity for recreational or other public purposes, the United States of America may be willing to convey the reversionary interests. The most likely public use for the Line would be recreational activities such as biking, hiking, or ATV trail use. However, that portion of the Line east of Payson, Utah, may be utilized by the Utah Transit Authority for commuter rail purposes.

(4) Energy.

(i) Describe the effect of the proposed action on transportation of energy resources.

(ii) Describe the effect of the proposed action on recyclable commodities.

(iii) State whether the proposed action will result in an increase or decrease in overall energy efficiency and explain why.

(iv) If the proposed action will cause diversions from rail to motor carriage of more than:

(A) 1,000 rail carloads a year, or

(B) an average of 50 rail carloads per mile per year for any part of the affected line, quantify the resulting net change in energy consumption and show the data and methodology used to arrive at the figure given.

Response:

(i) There are no effects on the transportation of energy resources in view of the absence of rail shipments on the Line.

(ii) There are no recyclable commodities moved over the Line.

(iii) There will be no change in energy consumption resulting from the discontinuance of service.

(iv)(A)(B) There will be no rail-to-motor diversion.

(5) Air.

(i) If the proposed action will result in either:

(A) an increase in rail traffic of at least 100% (measured in gross ton miles annually) or an increase of at least eight trains a day on any segment of rail line affected by the proposal, or

(B) an increase in rail yard activity of at least 100% (measured by carload activity), or

(C) an average increase in truck traffic of more than 10% of the average daily traffic or 50 vehicles a day on any affected road segment, quantify the anticipated effect on air emissions. For a proposal under 49 U.S.C. §10901 (or §10505) to construct a new line or reinstitute service over a previously abandoned line, only the eight train a day provision in §§(5)(i)(A) will apply.

Response:

There is no such effect anticipated.

(5) Air.

(ii) If the proposed action affects a class 1 or nonattainment area under the Clean Air Act, and will result in either:

(A) an increase in rail traffic of at least 50% (measured in gross ton miles annually) or an increase of at least three trains a day on any segment of rail line, or

(B) an increase in rail yard activity of at least 20% (measured by carload activity), or

(C) an average increase in truck traffic of more than 10% of the average daily traffic or 50 vehicles a day on a given road segment, then state whether any expected increased emissions are within the parameters established by the State Implementation Plan. However, for a rail construction under 49 U.S.C. §10901 (or 49 U.S.C. §10505), or a case involving the reinstatement of service over a previously abandoned line, only the three train a day threshold in this item shall apply.

Response:

There will be no increase in rail traffic, rail yard activity, or truck traffic as a result of the proposed action.

(5) Air.

(iii) If transportation of ozone depleting materials (such as nitrogen oxide and freon) is contemplated, identify: the materials and quantity; the frequency of service; safety practices (including any speed restrictions); the applicant's safety record (to the extent available) on derailments, accidents and spills; contingency plans to deal with accidental spills; and the likelihood of an accidental release of ozone depleting materials in the event of a collision or derailment.

Response:

The proposed action will not affect the transportation of ozone depleting materials.

(6) Noise.

If any of the thresholds identified in item (5)(i) of this section are surpassed, state whether the proposed action will cause:

(i) an incremental increase in noise levels of three decibels Ldn or more
or

(ii) an increase to a noise level of 65 decibels Ldn or greater. If so, identify sensitive receptors (e.g., schools, libraries, hospitals, residences, retirement communities, and nursing homes) in the project area and quantify the noise increase for these receptors if the thresholds are surpassed.

Response: Not applicable.

(7) Safety.

(i) Describe any effects of the proposed action on public health and safety (including vehicle delay time at railroad grade crossings).

(ii) If hazardous materials are expected to be transported, identify: the materials and quantity; the frequency of service; whether chemicals are being transported that, if mixed, could react to form more hazardous compounds; safety practices (including any speed restrictions); the applicant's safety record (to the extent available) on derailments, accidents and hazardous spills; the contingency plans to deal with accidental spills; and the likelihood of an accidental release of hazardous materials.

(iii) If there are any known hazardous waste sites or sites where there have been known hazardous materials spills on the right-of-way, identify the location of those sites and the types of hazardous materials involved.

Response:

(i) The proposed action will have no detrimental effects on public health and safety. If the Board permits removal of any or all at-grade crossings on the Line west of Payson, Utah, vehicle delay time at grade crossings resulting from the stopping of school buses and hazardous tanker trucks, as is required by applicable law, could potentially be eliminated.

(ii) The proposed action will not affect the transportation of hazardous materials.

(iii) There are no known hazardous material waste sites or sites where known hazardous material spills have occurred on or along the subject right-of-way.

(8) Biological resources.

(i) Based on consultation with the U.S. Fish and Wildlife Service, state whether the proposed action is likely to adversely affect endangered or threatened species or areas designated as a critical habitat, and if so, describe the effects.

(ii) State whether wildlife sanctuaries or refuges, National or State parks or forests will be affected, and describe any effects.

Response:

(i) The U. S. Fish and Wildlife Service was contacted in 2003 regarding the then proposed abandonment of the Elberta Line. At that time the U. S. Fish and Wildlife Service recommended the sections of rail proposed for abandonment be investigated for environmental contaminants, including both soil and water quality testing. The August 12, 2003 response of the U. S. Fish and Wildlife Service is attached as **Attachment No. 6** and is hereby made part hereof. However, the U. S. Fish and Wildlife Service was again contacted by letter dated October 17, 2006, regarding any concerns with the discontinuance of the Elberta Line rather than full abandonment and salvage of the Line. To date UP has received no response. In that the only authority now being sought by Union Pacific is to discontinue service on the Line, the concerns raised by the U.S. Fish and Wildlife Service related to full abandonment and salvage of the Line are no longer applicable and voluntary salvage activities, if any, would be limited to the right-of-way of public roads if the Board chooses to permit removal of unnecessary at-grade railroad crossing on the western portion of the Line.

(ii) The National Park Service has been contacted and reviewed the proposed discontinuance. The National Park Service by confirmatory stamp dated

October 25, 2006, determined that no parks will be affected. The National Park Service's response is attached as **Attachment No. 7**, and is hereby made part hereof.

(9) Water.

(i) Based on consultation with State water quality officials, state whether the proposed action is consistent with applicable Federal, State or local water quality standards. Describe any inconsistencies.

(ii) Based on consultation with the U.S. Army Corps of Engineers, state whether permits under section 404 of the Clean Water Act (33 U.S.C. § 1344) are required for the proposed action and whether any designated wetlands or 100-year flood plains will be affected. Describe the effects.

(iii) State whether permits under section 402 of the Clean Water Act (33 U.S.C. § 1342) are required for the proposed action. (Applicants should contact the U.S. Environmental Protection Agency or the state environmental protection or equivalent agency if they are unsure whether such permits are required.)

Response:

(i) The Utah Department of Environmental Quality has been contacted.

To date UP has received no responses

(ii) The U.S. Army Corps of Engineers has been contacted. To date UP has received no response.

(iii) It is not anticipated there will be any requirements for Section 402 permits.

(10) Proposed Mitigation.

Describe any actions that are proposed to mitigate adverse environmental impacts, indicating why the proposed mitigation is appropriate.

Response: There are no known adverse environmental impacts.

HISTORIC REPORT
49 C.F.R. § 1105.8(d)

(1) A U.S.G.S. topographic map (or an alternate map drawn to scale and sufficiently detailed to show buildings and other structures in the vicinity of the proposed action) showing the location of the proposed action, and the locations and approximate dimensions of railroad structures that are 50 years old or older and are part of the proposed action:

Response: There are no rail and structures on the Line that are 50 years old or older. See Attachment No. 1. In addition, since the authority sought is for discontinuance of service rather than abandonment, no removal of any structures will take place on the Line.

(2) A written description of the right-of-way (including approximate widths to the extent known), and the topography and urban and/or rural characteristics of the surrounding area:

Response: The right-of-way can be divided into three segments. The western most segment, the Iron King Branch, from Milepost 0.0 near Burgin to Milepost 2.15 at the end of the track near Iron King, is generally 100 feet in width, with some segments narrower, and others 200 feet in width. This portion of the Line is in a mountainous terrain formally used for conveyance of mining cars. The mining industry is no longer operating on a scale requiring train service. The middle segment, The Goshen Valley Branch, is a sparsely populated agricultural area extending from Milepost 0.0 near Pearl to Milepost 3.8 near Burgin. It is generally flat, open terrain, again, approximately 100 feet in width, with some segments narrower, and others 200 feet in width. The eastern most segment is the Tintic Industrial Lead, extending from Milepost 5.52 near Spanish Fork to Milepost 27.23 near Pearl. This segment is generally flat, but somewhat urbanized around the communities of Santiquin, Goshen,

and Elberta. The right-of-way width is predominately 100 feet with variations similar to those described in the other segments.

(3) Good quality photographs (actual photographic prints, not photocopies) of railroad structures on the property that are 50 years old or older and of the immediately surrounding area:

Response: Since the proposed action is a discontinuance of operations as opposed to an abandonment, no structures in the area, regardless of age, will be affected.

(4) The date(s) of construction of the structure(s), and the date(s) and extent of any major alterations to the extent such information is known:

Response: Not applicable.

(5) A brief narrative history of carrier operations in the area, and an explanation of what, if any, changes are contemplated as a result of the proposed action:

Response: See the preceding pages for a brief history and description of carrier operations.

(6) A brief summary of documents in the carrier's possession, such as engineering drawings, that might be useful in documenting a structure that is found to be historic:

Response: Not applicable.

(7) An opinion (based on readily available information in the railroad's possession) as to whether the site and/or structures meet the criteria for listing on the National Register of Historic Places (36 CFR §60.4), and whether there is a likelihood of archeological resources or any other previously unknown historic properties in the project area, and the basis for these opinions (including any consultations with the State Historic Preservation Office, local historical societies or universities):

Response: At this time, UP knows of no historic sites or structures or archeological resources on the Line or in the project area. UP believes that there is nothing in the scope of the project that merits historical comment and that any

archeological sites within the scope of the right-of-way would have previously been disturbed during the construction and maintenance of the Line. Regardless, since the proposed action is a discontinuance of service and not an abandonment, no existing structures will be affected.

(8) A description (based on readily available information in the railroad's possession) of any known prior subsurface ground disturbance or fill, environmental conditions (naturally occurring or manmade) that might affect the archeological recovery of resources (such as swampy conditions or the presence of toxic wastes), and the surrounding terrain:

Response: UP does not have any such readily available information.

(9) Within 30 days of receipt of the historic report, the State Historic Preservation Officer may request the following additional information regarding specified nonrailroad owned properties or group of properties immediately adjacent to the railroad right-of-way. Photographs of specified properties that can be readily seen from the railroad right-of-way (or other public rights-of-way adjacent to the property) and a written description of any previously discovered archeological sites, identifying the locations and type of the site (i.e., prehistoric or native American):

Response: Not applicable.

Dated this 28th day of November, 2006.

Respectfully submitted,

UNION PACIFIC RAILROAD COMPANY



Mack H. Shumate, Jr., Senior General Attorney
101 North Wacker Drive, Room 1920
Chicago, Illinois 60606
(312) 777-2055
(312) 777-2065 FAX

CERTIFICATE OF SERVICE

The undersigned hereby certifies that a copy of the foregoing Combined Environmental and Historic Report in Docket No. AB-33 (Sub-No. 209) for the Elberta Line in Utah County, Utah was served by first class mail on the 28th day of November, 2006 on the following:

State Clearinghouse (or alternate):

Utah State Clearinghouse
Office of Planning and Budget
State Capitol Complex, Suite E210
Salt Lake City, UT 84114-1547

State Environmental Protection Agency:

Department of Environmental Quality
Division of Water Quality
P.O. Box 144870
Salt Lake City, UT 84114-4870

**State Coastal Zone Management Agency
(if applicable):**

Not applicable.

Head of County (Planning):

Utah County Council
100 East Center Street
County Administration Building
Provo, UT 84606-3106

**Environmental Protection Agency
(regional office):**

U.S. Environmental Protection Agency
Region VIII
999 18th Street, Suite 200
Denver, CO 80202

U.S. Fish and Wildlife:

U.S. Fish & Wildlife Service
Mountain-Prairie Regional Office
134 Union Blvd.
Lakewood, CO 80228

U.S. Army Corps of Engineers:

U.S. Army Engineer District, Sacramento
District Commander
1325 J Street
Sacramento, CA 95814-2922

National Park Service:

National Park Service
Intermountain Region
12795 Alameda Pkwy
Denver, CO 80228

**U.S. Natural Resources Conservation
Service:**

Natural Resource Conservation Service
4402 Bennett Federal Building
125 South State Street, Room 4402
Salt Lake City, UT 84138-1100

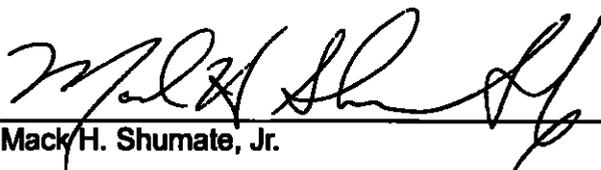
National Geodetic Survey:

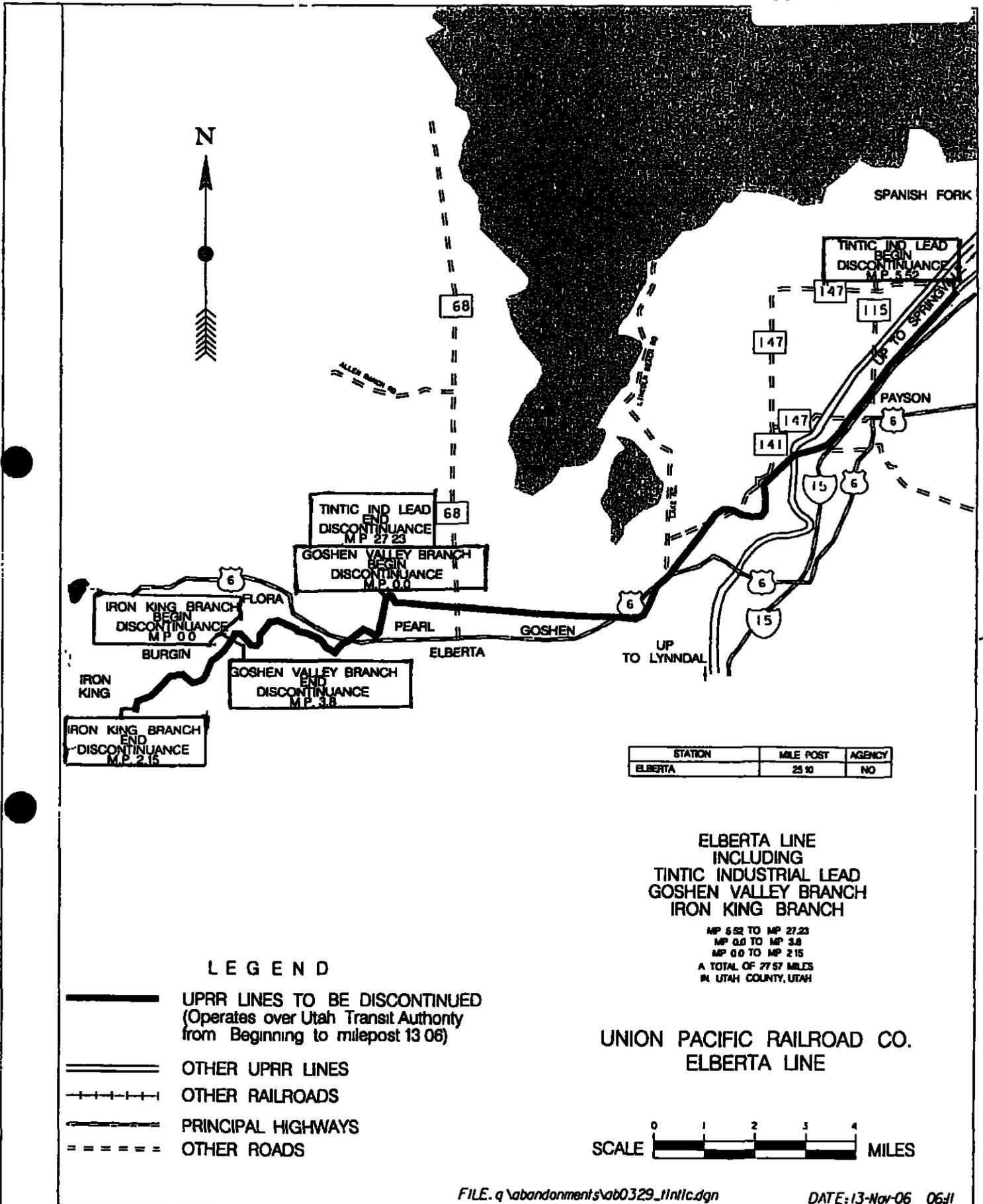
National Geodetic Survey
Frank Maida, Chief
Spatial Reference System Division
NOAA N/NGS23
1315 E-W Highway
Silver Spring, MD 20910-3282

State Historic Preservation Office:

Utah State Historical Society
300 South Rio Grande Street
Salt Lake City, UT 84101

Dated this 28th day of November, 2006


Mack H. Shumate, Jr.



CHARLES W SAYLORS
DIRECTOR-LEGAL SUPPORT SERVICES

UNION PACIFIC RAILROAD COMPANY

1416 DODGE STREET
OMAHA, NEBRASKA 68179
(402) 271-4981



July 18, 2003

State Clearinghouse (or alternate):

Utah State Clearinghouse
Office of Planning and Budget
Room 116, State Capitol
Salt Lake City, UT 84114

State Environmental Protection Agency:

Division of Environmental Health
P.O. Box 16700
Salt Lake City, UT 84116-0700

State Coastal Zone Management Agency

(if applicable):
Not applicable.

Head of County (Planning):

Utah County Commissioners
County Administration Building
100 East Center Street
Provo, UT 84606-3106

Environmental Protection Agency
(regional office):

U.S. Environmental Protection Agency
Region VIII
999 18th Street, Suite 500
Denver, CO 80202-2466

U.S. Fish and Wildlife:

U.S. Fish & Wildlife Service, Region 6
Denver Federal Center
Denver, CO 80225

U.S. Army Corps of Engineers:

U.S. Army Engineer District, Sacramento
District Commander
1325 J Street
Sacramento, CA 95814-2922

National Park Service:

National Park Service
William D. Shaddox
Chief, Land Resources Division
1849 "C" St., N. W., #MS3540
Washington, DC 20240

U.S. Natural Resources Conservation Service:

Natural Resource Conservation Service
4402 Bennett Federal Building
125 South State Street
Salt Lake City, UT 84147

National Geodetic Survey:

National Geodetic Survey
Edward J. McKay, Chief
Spatial Reference System Division
NOAA N/NGS2
1315 E-W Highway
Silver Spring, MD 20910-3282

State Historic Preservation Office:

Utah State Historical Society
300 Rio Grande
Salt Lake City, UT 84101

Other Agencies Consulted:

None

Re: Proposed Abandonment of the Elberta Line from Spanish Fork to Iron King, including the Tintic Industrial Lead from M. P. 5.52 near Spanish Fork to M. P. 27.23 near Pearl; the Goshen Valley Branch from M. P. 0.0 near Pearl to M. P. 3.8 near Flora; and the Iron King Branch from M. P. 0.0 near Flora to M. P. 2.15 at Iron King, a total distance of 27.57 miles in Utah County, Utah; STB Docket No. AB-33 (Sub-No. 209)

Dear Sirs:

Union Pacific Railroad Company plans to request authority from the Surface Transportation Board (STB) to abandon and discontinue service on the Elberta Line from Spanish Fork to Iron King, including the Tintic Industrial Lead from M. P. 5.52 near Spanish Fork to M. P. 27.23 near Pearl; the Goshen Valley Branch from M. P. 0.0 near Pearl to M. P. 3.8 near Flora; and the Iron King Branch from M. P. 0.0 near Flora to M. P. 2.15 at Iron King, a total distance of 27.57 miles in Utah County, Utah. A map of the proposed track abandonment shown in black is attached.

Pursuant to the STB's regulations at 49 C.F.R. Part 1152, and the environmental regulations at 40 C.F. R. Part 1105.7, this is to request your assistance in identifying any potential effects of this action as indicated in the paragraphs below. We do not anticipate any adverse environmental impacts; however, if you identify any adverse environmental impacts, describe any actions that are proposed in order to mitigate the environmental impacts. Please provide us with a written response that can be included in an Environmental Report, which will be sent to the STB.

LOCAL AND/OR REGIONAL PLANNING AGENCIES. State whether the proposed action is consistent with existing land use plans. Describe any inconsistencies.

U. S. SOIL CONSERVATION SERVICE. State the effect of the proposed action on any prime agricultural land.

U. S. FISH AND WILDLIFE SERVICE (And State Game And Parks Commission. If Addressed). State (1) whether the proposed action is likely to adversely affect endangered or threatened species or areas designated as a critical habitat, and if so, describe the effects, and, (2) whether wildlife sanctuaries or refuges, National or State parks or forests will be affected, and describe any effects.

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U. S. ARMY CORPS OF ENGINEERS. State (1) whether permits under Section 404 of the Clean Water Act (33 U.S. C. § 1344) are required for the proposed action and (2) whether any designated wetlands or 100-year flood plains will be affected. Describe the effects.

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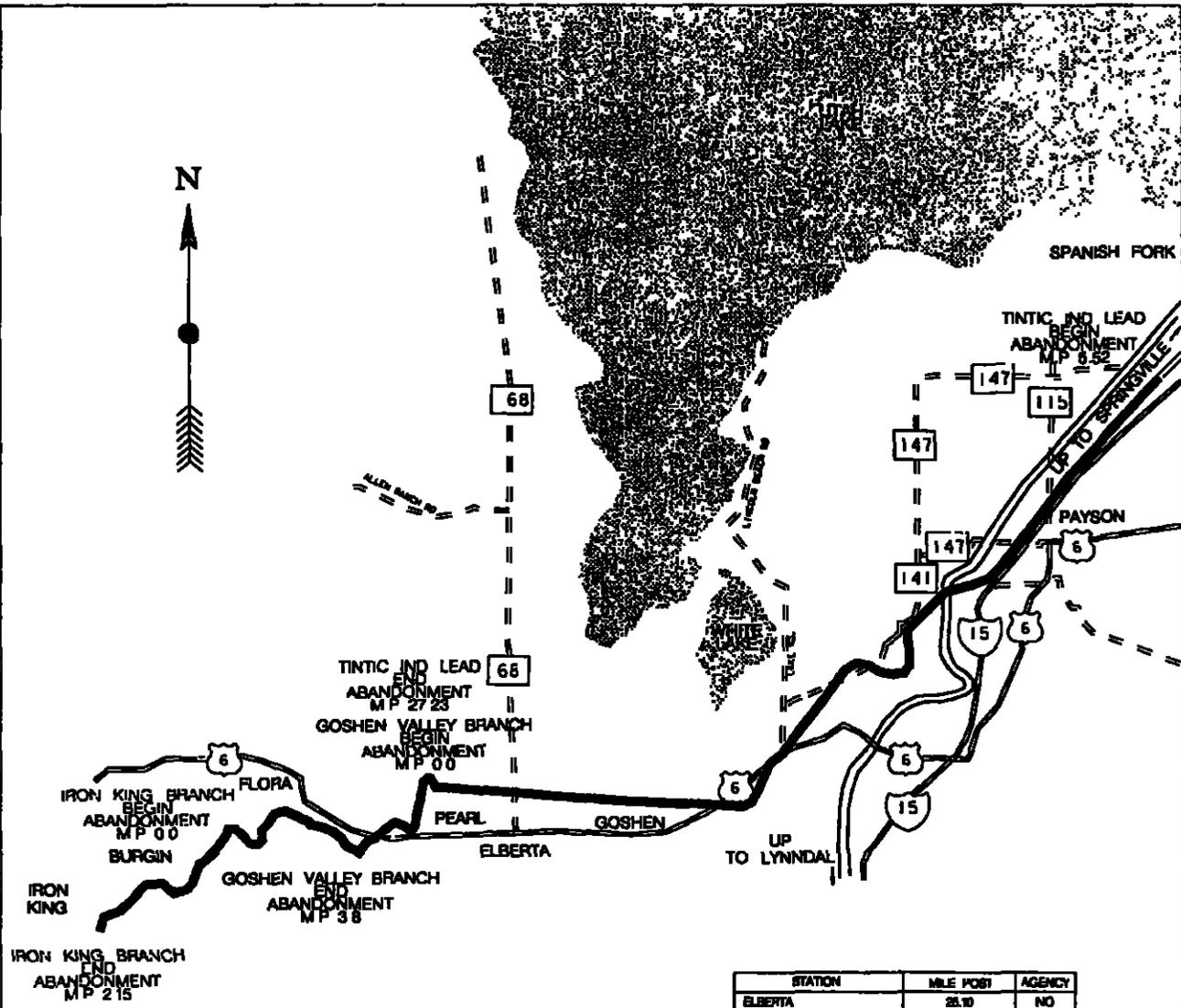
involved, and (3) state whether permits under Section 402 of the Clean Water Act (33 U.S.C. § 1342) are required for the proposed action.

Thank you for your assistance. Please send your reply to Union Pacific Railroad, Mr. Chuck Saylor, 1416 Dodge Street, Room 830, Omaha, NE, 68179. If you need further information, please contact me at (402) 271-4861.

Yours truly,

Charles W. Saylor
Charles W. Saylor

Attachment



STATION	MILE POST	AGENCY
ELBERTA	25.10	NO

**ELBERTA LINE
INCLUDING
TINTIC INDUSTRIAL LEAD
GOSHEN VALLEY BRANCH
IRON KING BRANCH**

MP 8.82 TO MP 27.23
MP 0.0 TO MP 3.8
MP 0.0 TO MP 2.16
A TOTAL OF 27.87 MILES
IN UTAH COUNTY, UTAH

LEGEND

- UPRR LINES TO BE ABANDONED
(Operates over Utah Transit Authority from Beginning to milepost 13 06)
- OTHER UPRR LINES
- OTHER RAILROADS
- 50+ YEAR OLD STRUCTURES
- PRINCIPAL HIGHWAYS
- OTHER ROADS

**UNION PACIFIC RAILROAD CO.
ELBERTA LINE
INCLUDING 50+YEAR OLD STRUCTURES**





October 17, 2006

State Clearinghouse (or alternate):

Utah State Clearinghouse
Office of Planning and Budget
State Capitol Complex, Suite E210
Salt Lake City, UT 84114-1547

State Environmental Protection Agency:

Department of Environmental Quality
Division of Water Quality
P.O. Box 144870
Salt Lake City, UT 84114-4870

**State Coastal Zone Management Agency
(if applicable):**

Not applicable.

Head of County (Planning):

Utah County Council
100 East Center Street
County Administration Building
Provo, UT 84606-3106

**Environmental Protection Agency
(regional office):**

U.S. Environmental Protection Agency
Region VIII
999 18th Street, Suite 200
Denver, CO 80202

U.S. Fish and Wildlife:

U.S. Fish & Wildlife Service
Mountain-Prairie Regional Office
134 Union Blvd
Lakewood, CO 80228

U.S. Army Corps of Engineers:

U.S. Army Engineer District, Sacramento
District Commander
1325 J Street
Sacramento, CA 95814-2922

National Park Service:

National Park Service
Intermountain Region
12795 Alameda Pkwy
Denver, CO 80228

**U.S. Natural Resources Conservation
Service:**

Natural Resource Conservation Service
4402 Bennett Federal Building
125 South State Street, Room 4402
Salt Lake City, UT 84138-1100

National Geodetic Survey:

National Geodetic Survey
Frank Maida, Chief
Spatial Reference System Division
NOAA N/NGS23
1315 E-W Highway
Silver Spring, MD 20910-3282

State Historic Preservation Office:

Utah State Historical Society
300 South Rio Grande Street
Salt Lake City, UT 84101

Re: Proposed Discontinuance of Operation of the Elberta Line from Spanish Fork to Iron King, including the Tintic Industrial Lead from M. P. 5.52 near Spanish Fork to M. P. 27.23 near Pearl; the Goshen Valley Branch from M. P. 0.0 near Pearl to M. P. 3.8 near Flora (equation: M. P. 2.89 = M. P. 2.98); and the Iron King Branch from M. P. 0.0 near Flora to M. P. 2.15 at Iron King, a total distance of 27.57 miles in Utah County, Utah; STB Docket No. AB-33 (Sub-No 209)

Law Department

UNION PACIFIC RAILROAD
1400 Douglas St., Stop 1580, Omaha, NE 68179-1580
fx (402) 501-0127

Dear Sirs:

On July 18, 2003 Union Pacific Railroad Company sent letters to many of you proposing the abandonment of the Elberta Line from Spanish Fork to Iron King in Utah County, Utah. Some of you responded to our July 18, 2003 letter and a copy of your response is attached to this letter, if applicable.

Union Pacific Railroad Company now plans to request authority from the Surface Transportation Board (STB) to discontinue operation of the Elberta Line from Spanish Fork to Iron King, including the Tintic Industrial Lead from M. P. 5.52 near Spanish Fork to M. P. 27.23 near Pearl; the Goshen Valley Branch from M. P. 0.0 near Pearl to M. P. 3.8 near Flora (equation: M. P. 2.89 = M. P. 2.98); and the Iron King Branch from M. P. 0.0 near Flora to M. P. 2.15 at Iron King, a total distance of 27.57 miles in Utah County, Utah. In a discontinuance of operations, the track remains in place and no salvage activities are scheduled. A map of the proposed track discontinuance shown in black is attached.

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Yours truly,


Charles W. Saylor

Attachment

N



SPANISH FORK

TINTIC IND LEAD
BEGIN
DISCONTINUANCE
M P 6.52

68

147

115

147

141

147

15

6

6

15

TINTIC IND LEAD
END
DISCONTINUANCE
M P 27.23

68

GOSHEN VALLEY BRANCH
BEGIN
DISCONTINUANCE
M P 0.0

IRON KING BRANCH
BEGIN
DISCONTINUANCE
M P 0.0

FLORA

BURGIN

IRON KING

GOSHEN VALLEY BRANCH
END
DISCONTINUANCE
M P 3.8

PEARL

ELBERTA

GOSHEN

UP TO LYNNDAL

PAYSON

6

IRON KING BRANCH
END
DISCONTINUANCE
M P 2.15

STATION	MILE POST	AGENCY
ELBERTA	25.10	NO

ELBERTA LINE
INCLUDING
TINTIC INDUSTRIAL LEAD
GOSHEN VALLEY BRANCH
IRON KING BRANCH

MP 6.52 TO MP 27.23
MP 0.0 TO MP 3.8
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IN UTAH COUNTY UTAH

LEGEND

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(Operates over Utah Transit Authority
from Beginning to milepost 13.06)
-  OTHER UPRR LINES
-  OTHER RAILROADS
-  PRINCIPAL HIGHWAYS
-  OTHER ROADS

UNION PACIFIC RAILROAD CO.
ELBERTA LINE





July 11, 2006

Mr. Rick LaFontaine
Deseret Mill & Elevators
61 South 600 West
Kaysville, UT 84037

Dear Mr. LaFontaine:

For the reasons referenced below, Union Pacific Railroad Company ("Union Pacific") has no reasonable alternative but to seek authority from the Surface Transportation Board ("STB") to discontinue its operation of the "Elberta Line", consisting of the Tintic Industrial Lead from Spanish Fork to Elberta and the Goshen Valley and Iron King segments west of Elberta.

1. The Elberta Line begins at milepost 5.52 near Spanish Fork. The west end of the Elberta Line that had been utilized for service in recent years is at approximately milepost 26.0, providing switching room for Deseret's facility. Accordingly, about 20.5 miles of track must be utilized exclusively to service the Deseret facility. Between milepost 5.52 and milepost 13.06 at Payson, the track is owned by UTA but UP has responsibility for maintenance; west of Payson, the line is owned by UP alone. At the end of 2003, UP took the Elberta Line out of service due to deteriorating track condition and has since compensated Deseret when the overall cost of alternative service to Deseret was higher than the rates that would have been paid for direct rail service.

2. Union Pacific recently completed an economic study that made use of two major inputs - (a) the calculation by our Engineering Department of the rehabilitation expenditures needed to bring the Elberta Line back in service at a maximum of ten miles per hour (Federal Railroad Administration Class I condition), and (b) the 300 car traffic projection that Deseret gave Trevor Rooker in December 2005. First, regarding rehabilitation, the Elberta Line requires the replacement of approximately 25,000 ties and about 6 miles of worn and/or light weight rail, plus some other work, costing a total of more than \$4 million. Second, we attached revenue to the various traffic flows comprising the traffic projection. The result is that, to cover both Union Pacific's day to day operating expenses and the rehabilitation, we would have to receive additional annual compensation from Deseret that would, at the 300 car level, effectively constitute a doubling of the freight rates on the line.

Union Pacific realizes that Deseret could not reasonably justify such significant expenditures when alternatives such as transloading are clearly cheaper. Accordingly, Union Pacific sees no reasonable alternative but to pursue discontinuance authority for

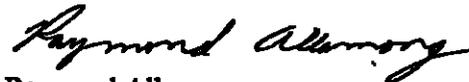
Marketing & Sales

UNION PACIFIC RAILROAD
1400 Douglas St., Stop 1350, Omaha, NE 68179 1350

the Elberta Line. When the STB grants discontinuance authority, the railroad's common carrier obligation to provide physical service – or compensation in lieu of physical service – comes to an end, but the track structure and right of way remain in place, leaving at least a chance that the line could be reactivated in the future. However, Union Pacific is of the opinion that in this case, the ultimate fate of the Elberta Line will be complete abandonment and liquidation. It is expected that Union Pacific will file the discontinuance around the end of the summer, and the processing of same would likely take the STB around five months. Accordingly, it is expected that Union Pacific will have around eight more months of substitute service obligation to Deseret.

We appreciate your views and comments regarding the unfortunate economic situation of the Elberta Line and the regrettable but necessary planned STB filings.

Sincerely,



Raymond Allamong
Senior Manager Rail Line Planning
402-544-3889

July 31, 2003



NRCS Utah

**United States
Department of
Agriculture**

**Natural
Resources
Conservation
Service**

**Utah State Office
125 South State
Room 4402
Salt Lake City, UT
84138-1100**

**Phone:
801 524-4550**

**FAX
801 524-4403**

**Mr. Charles Saylor
Union Pacific Railroad Company
1416 Dodge Street
Omaha, Nebraska 68179**

Dear Mr. Saylor:

We have reviewed your request for a Prime Farmland evaluation for the proposed abandonment of the Elberta Line from Spanish Fork to Iron King in Utah County, Utah. The project will not affect any prime, unique, or statewide and local important farmland.

If we can be of further assistance, please call on us.

Sincerely,

Wm *Judy Henline*

**William Broderson
State Soil Scientist**

A team dedicated to leadership in conservation

An equal opportunity employer and provider



United States Department of the Interior
 FISH AND WILDLIFE SERVICE
 UTAH FIELD OFFICE
 2369 WEST ORTON CIRCLE, SUITE 50
 WEST VALLEY CITY, UTAH 84119

In Reply Refer To

FWS/R6
 ES/UT
 03-1106

August 12, 2003

Charles W. Saylor
 Union Pacific Railroad
 1419 Dodge Street, Room 830
 Omaha, NE 68179

RE: Proposed Abandonment of the Elberta Line from Spanish Fork to Iron King, Utah
 County, Utah

Dear Mr. Saylor:

The U.S. Fish and Wildlife Service (Service) has reviewed your letter of July 18, 2003, announcing your intent to prepare an environmental assessment on the proposed abandonment of a total of 27.57 miles of the Elberta Rail Line between Spanish Fork and Iron King. We are providing the following comments for your consideration in your analysis. In Section 1 of this letter we convey our concerns that should be addressed in the NEPA compliance document for this project. Section 2 of this letter addresses your Endangered Species Act (ESA) section 7 responsibilities.

Section 1

We recommend that the sections of rail proposed for abandonment be investigated for environmental contaminants, including both soil and water quality testing. The presence or absence of petroleum products, heavy metals, or other toxic contaminants should be assessed, and, if present, a full environmental remediation plan designed and implemented. This plan should include subsequent monitoring and testing.

We are particularly concerned for sensitive aquatic species, such as the spotted frog and least chub, that are known to occupy springs and streams in the vicinity of the rail line. These species are particularly sensitive to water contamination. While not listed as threatened or endangered under the ESA, spotted frog and least chub are considered sensitive species by the State of Utah. They are managed under a Conservation Agreement which is a voluntary cooperative plan among resource agencies that identifies threats to a species in decline and provides for conservation measures to pro-actively conserve and protect the species. Signatory parties to the Conservation Agreements include Federal and Tribal agencies, typically with the State of Utah as the lead management agency. Threats that may warrant listing as a sensitive species by state and federal agencies should be significantly reduced or eliminated through implementation of the

Only a Federal agency can enter into formal ESA section 7 consultation with the Service. A Federal agency may designate a non-Federal representative to conduct informal consultation or prepare a biological assessment by giving written notice to the Service of such a designation. The ultimate responsibility for compliance with ESA section 7, however, remains with the Federal agency.

Your attention is also directed to section 7(d) of the ESA, as amended, which underscores the requirement that the Federal agency or the applicant shall not make any irreversible or irretrievable commitment of resources during the consultation period which, in effect, would deny the formulation or implementation of reasonable and prudent alternatives regarding their actions on any endangered or threatened species.

Please note that the peregrine falcon which occurs in all counties of Utah was removed from the federal list of endangered and threatened species per Final Rule of August 25, 1999 (64 FR 46542). Protection is still provided for this species under authority of the Migratory Bird Treaty Act (16 U.S.C. 703-712) which makes it unlawful to take, kill, or possess migratory birds, their parts, nests, or eggs. When taking of migratory birds is determined by the applicant to be the only alternative, application for federal and state permits must be made through the appropriate authorities. For take of raptors, their nests, or eggs, Migratory Bird Permits must be obtained through the Service's Migratory Bird Permit Office in Denver at (303) 236-8171.

We recommend use of the *Utah Field Office Guidelines for Raptor Protection from Human and Land Use Disturbances* which were developed in part to provide consistent application of raptor protection measures statewide and provide full compliance with environmental laws regarding raptor protection. Raptor surveys and mitigation measures are provided in the Raptor Guidelines as recommendations to ensure that proposed projects will avoid adverse impacts to raptors, including the peregrine falcon.

The following is a list of species that may occur within the project area and are managed under Conservation Agreements/Strategies. Project plans should be designed to meet the goals and objectives of these Conservation Agreements.

Common Name

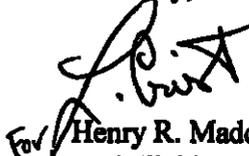
Bonneville Cutthroat Trout
Spotted Frog

Scientific Name

Oncorhynchus clarki utah
Rana luteiventris

We appreciate the opportunity to provide these comments. If we can be of further assistance or if you have any questions, please feel free to contact Betsy Herrmann, Ecologist, of our office at (801)975-3330 extension 139.

Sincerely,


For Henry R. Maddux
Utah Field Supervisor

Conservation Agreement. Projects that could cause degradation or loss of spotted frog or least chub habitat would go against the spirit and intent of this Conservation Agreement.

Railroad structures can disrupt natural hydrology in an area, and can over time create wetlands. Salvage activities (removal of track, ties, bridges, culverts) can destroy these wetlands and disrupt habitat that has been established. We recommend assessing the affected environment if such activities are proposed, and determining the potential extent of impacts. We suggest restricting any salvage to months when species of concern are not present or, at minimum, not breeding.

Section 2

Below is a list of endangered (E), threatened (T), and candidate (C) species that may occur in the area of influence of your proposed action.

<u>Common Name</u>	<u>Scientific Name</u>	<u>Status</u>
Clay Phacelia	<i>Phacelia argillacea</i>	E
Deseret Milkvetch	<i>Astragalus desereticus</i>	T
Ute Ladies'-tresses	<i>Spiranthes diluvialis</i>	T
Utah Valvata Snail ¹	<i>Valvata utahensis</i>	E
June Sucker ²	<i>Chasmistes liorus</i>	E
Bald Eagle ³	<i>Haliaeetus leucocephalus</i>	T
Western Yellow-billed Cuckoo	<i>Coccyzus americanus occidentalis</i>	C

¹ Historical range.

² Critical habitat designated in this county.

³ Wintering populations (only four known nesting pairs in Utah).

The proposed action should be reviewed and a determination made if the action will affect any listed species or their critical habitat. If it is determined by the Federal agency, with the written concurrence of the Service, that the action is not likely to adversely affect listed species or critical habitat, the consultation process is complete, and no further action is necessary.

Formal consultation (50 CFR 402.14) is required if the Federal agency determines that an action is "likely to adversely affect" a listed species or will result in jeopardy or adverse modification of critical habitat (50 CFR 402.02). Federal agencies should also confer with the Service on any action which is likely to jeopardize the continued existence of any proposed species or result in the destruction or adverse modification of proposed critical habitat (50 CFR 402.10). A written request for formal consultation or conference should be submitted to the Service with a completed biological assessment and any other relevant information (50 CFR 402.12).

Candidate species have no legal protection under the ESA. Candidate species are those species for which we have on file sufficient information to support issuance of a proposed rule to list under the ESA. Identification of candidate species can assist environmental planning efforts by providing advance notice of potential listings, allowing resource managers to alleviate threats and, thereby, possibly remove the need to list species as endangered or threatened. Even if we subsequently list this candidate species, the early notice provided here could result in fewer restrictions on activities by prompting candidate conservation measures to alleviate threats to this species.



October 17, 2006

State Clearinghouse (or alternate):

Utah State Clearinghouse
Office of Planning and Budget
State Capitol Complex, Suite E210
Salt Lake City, UT 84114-1547

State Environmental Protection Agency:

Department of Environmental Quality
Division of Water Quality
P.O. Box 144870
Salt Lake City, UT 84114-4870

State Coastal Zone Management Agency**(if applicable):**

Not applicable.

Head of County (Planning):

Salt Lake County Council
2001 South State Street, Suite N2100
County Government Center
Salt Lake City, UT 84190-0001

Environmental Protection Agency**(regional office):**

U.S. Environmental Protection Agency
Region VIII
999 18th Street, Suite 200
Denver, CO 80202

U.S. Fish and Wildlife:

U.S. Fish & Wildlife Service
Mountain-Prairie Regional Office
134 Union Blvd.
Lakewood, CO 80228

U.S. Army Corps of Engineers:

U.S. Army Engineer District, Sacramento
District Commander
1325 J Street
Sacramento, CA 95814-2922

National Park Service:

National Park Service
Intermountain Region
12795 Alameda Pkwy
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Salt Lake City, UT 84138-1100

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National Geodetic Survey
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Spatial Reference System Division
NOAA N/NGS23
1315 E-W Highway
Silver Spring, MD 20910-3282

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300 South Rio Grande Street
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1400 Douglas St., Stop 1580, Omaha, NE 68179-1580
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Thank you for your assistance. Please send your reply to Union Pacific Railroad, Mr. Chuck Saylor, 1400 Douglas Street, Mail Stop 1580, Omaha, NE, 68179. If you need further information, please contact me at (402) 544-4861.

Yours truly,


Charles W. Saylor

Attachment



The National Park Service reviewed this project, and determined that no parks will be affected; therefore, we have no comments.

Signed:  Date: 10/25/06

APPENDIX K

Before the
SURFACE TRANSPORTATION BOARD

Docket No. AB-33 (Sub-No. 209)

UNION PACIFIC RAILROAD COMPANY
-- DISCONTINUATION OF OPERATION--
IN UTAH COUNTY, UTAH
(ELBERTA LINE INCLUDING TINTIC INDUSTRIAL LEAD,
GOSHEN VALLEY BRANCH AND IRON KING BRANCH)

FEDERAL REGISTER NOTICE

STB No. AB-33 (Sub-No. 209)

Notice of Application for Discontinuance

On September 13, 2007, Union Pacific Railroad Company ("UP") filed with the Surface Transportation Board (the "Board"), Washington, D.C. 20423, an application for permission for the discontinuance of service on the line of railroad known as the Elberta Line which consists of four "end to end" line segments extending from the Tintic Industrial Lead from Milepost 5.52 to Milepost 26.00, to the West Tintic Industrial Lead from Milepost 26.00 to Milepost 27.23, to the Goshen Valley Branch from Milepost 0.0 to Milepost 3.80 (equation Milepost 2.89 = Milepost 2.98), and to the Iron King Branch from Milepost 0.0 to Milepost 2.15, for a total distance of 27.57 miles in Utah County, Utah (the "Line"). No agency stations exist on the Line. The Line traverses through U.S. Postal Zip Codes 84626, 84633 and 84651.

The Line does contain federally granted rights-of-way. Any documentation in the UP's possession will be made available promptly to those requesting it. The UP's entire case for discontinuance was filed with the application.

Appearance of the Line on UP's System Diagram Map and the narrative of the Line description of the Line in Category 1 was originally filed with the Board on July 7, 2003. The Line is shown on the latest amendment to UP's System Diagram Map filed with the Board on July 19, 2007 and has continuously appeared on the UP's System Diagram Map since March 20, 2003.

The interest of railroad employees will be protected as required by 49 U.S.C. 10903(b)(2).

Any interested person may file with the Board written comments concerning the proposed discontinuance or protests (including the protestant's entire opposition case), within 45 days after the application is filed. All interested persons should be aware that following any discontinuance of rail service the Line will not be available for salvage but may be suitable for other public use, including interim trail use. Any request for a public use condition under 49 U.S.C. 10905 (§ 1152.28 of the Board's rules) and any request for a trail use condition under 16 U.S.C. 1247(d) (§ 1152.29 of the Board's rules) must be filed within 45 days after the application is filed. Persons who may oppose the discontinuance but who do not wish to participate fully in the process by appearing at any oral hearings or by submitting verified statements of witnesses, containing detailed evidence should file comments. Persons interested only in seeking public use or trail use conditions should also file comments. Persons opposing the proposed discontinuance that do wish to participate actively and fully in the process should file a protest.

In addition, a commenting party or protestant may provide:

- (i) An offer of financial assistance, pursuant to 49 U.S.C. 10904 (due 120 days after the application is filed or 10 days after the application is granted by the Board, whichever occurs sooner);
- (ii) Recommended provisions for protection of the interests of employees;
- (iii) A request for a public use condition under 49 U.S.C. 10905; and
- (iv) A statement pertaining to prospective use of the right-of-way for interim trail use and rail banking under 16 U.S.C. 1247(d) and § 1152.29.

Parties seeking information concerning the filing of protests should refer to 49 CFR § 1152.25.

Written comments and protests must indicate the proceeding designation STB No. AB-33 (Sub-No.209) and should be filed with the Secretary, Surface Transportation Board (Board), Washington, D.C. 20423, no later than October 29, 2007. Interested persons may file a written comment or protest with the Board to become a party to this discontinuance proceeding. A copy of each written comment or protest shall be served upon the representative of the applicant, Mack H. Shumate, Jr., Senior General Attorney, 101 North Wacker Drive, Room 1920, Chicago, Illinois 60606, Telephone (312) 777-2055, FAX (312) 777-2065. The original and 10 copies of all comments or protests shall be filed with the Board with a certificate of service. Except as otherwise set forth in part 1152, every document filed with the Board must be served on all parties to the discontinuance proceeding in accordance with 49 CFR 1104.12(a).

The Line sought to be discontinued will be available for subsidy or sale for continued rail use, if the Board decides to permit the abandonment in accordance with applicable laws and regulations (49 U.S.C. 10904 and 49 CFR 1152.27). No subsidy arrangement approved under 49 U.S.C. 10904 shall remain in effect for more than 1 year unless otherwise mutually agreed by the parties (49 U.S.C. 10904(f)(4)(B)). Applicant will promptly provide upon request to each interested party an estimate of the subsidy and minimum purchase price required to keep the Line in operation. The carrier's representative to whom inquiries may be made concerning sale or subsidy terms is Mack H. Shumate, Jr., Senior General Attorney, 101 North Wacker Drive, Room 1920, Chicago, Illinois 60606, Telephone (312) 777-2055, FAX (312) 777-2065.

Persons seeking further information concerning discontinuance procedures may contact the Surface Transportation Board or refer to the full abandonment and discontinuance regulations at 49 CFR part 1152. Questions concerning environmental issues may be directed to the Board's Section of Environmental Analysis.

An environmental assessment (EA) (or environmental impact statement (EIS), if necessary) prepared by the Section of Environmental Analysis will be served upon all parties of record and upon any agencies or other persons who commented during its preparation. Any other persons who would like to obtain a copy of the EA (or EIS) may

contact the Section of Environmental Analysis. EAs in these discontinuance proceedings normally will be made available within 33 days of the filing of the application. The deadline for submission of comments on the EA will generally be within 30 days of its service. The comments received will be addressed in the Board's decision. A supplemental EA or EIS may be issued where appropriate.

APPENDIX L



Before the
SURFACE TRANSPORTATION BOARD

Docket No. AB-33 (Sub-No. 209)

UNION PACIFIC RAILROAD COMPANY
-- DISCONTINUATION OF OPERATION--
IN UTAH COUNTY, UTAH
(ELBERTA LINE INCLUDING TINTIC INDUSTRIAL LEAD,
GOSHEN VALLEY BRANCH AND IRON KING BRANCH)

AFFIDAVIT
(49 C.F.R. § 1152.24(b))

STATE OF ILLINOIS)
) ss.
COUNTY OF COOK)

Mack H. Shumate, Jr., being first duly sworn upon oath, deposes and says that the notice requirements of 49 C.F.R. § 1152.20 have been complied with in Docket No. AB-33 (Sub-No. 209), as follows:

§ 1152.20(a)(1) - On August 14, 2007 the original and 10 copies of a Notice of Intent were mailed UPS Next Day Air to Mr. Vernon Williams, Secretary, Surface Transportation Board, 395 E. Street, S.W., Room 1149, Washington, DC 20024.

§ 1152.20(a)(2) - On August 14, 2007, the Notice of Intent was mailed in first class mail (or certified mail as noted), postage prepaid to the following:

Significant Users

[49 CFR 1152.20(a)(2)(i)]

Deseret Mill & Elevators
C/O Mr. Rick LaFontaine
61 South 600 West
Kaysville, Utah 84037

State Officials and Federal Agencies

[49 CFR 1152.20(a)(2)(ii)-(xii)]

(VIA CERTIFIED MAIL)
Honorable Jon M. Huntsman, Jr.
Governor – State of Utah
Utah State Capitol Complex
East Office Building, Suite E220
Salt Lake City, Utah 84114-2220

Utah Transportation Department
4501 S 2700 W, Box 143600
Salt Lake City, Utah 84114-3600

Department of Natural Resources
Division of Parks and Recreation
1594 W. North Temple
Salt Lake City, Utah 84114

National Park Service
Intermountain Region
12795 Alameda Pkwy.
Denver, CO 80228

U. S. Department of Transportation
Federal Railroad Administration
1120 Vermont Ave., NW
Washington, D. C. 20590

U.S. Railroad Road Retirement Board
844 North Rush Street
Chicago, IL 60611-2092

Utah State Clearing House
Office of Planning and Budget
State Capitol Complex, Suite E210
Salt Lake City, UT 84114-1547

Headquarters – Railway Labor
Executive Association
400 North Capitol Street, Suite 850
Washington, D. C. 20001

U. S. Department of the Interior
National Park Service
Recreation Resources Assistance Div.
1849 C. Street, N.W.
Washington, D. C. 20240

USDA Forest Service
1400 Independence Ave., SW
Washington, D. C. 20250-0003

MTMCTEA
Attn: Railroads for National Defense
720 Thimble Shoals Boulevard, #130
Newport News, Virginia 23560-2574

U.S. Department of Agriculture
Chief of the Forest Service
4th Floor, NW, Auditors Building
14th Street & Independence Ave., S.W.,
Washington, D. C. 20250

Governor's Office of Economic
Development
Utah Governor's Office
Utah State Capitol Complex
East Office Building, Suite E220
PO Box 142220
Salt Lake City, UT 84118-2220

Utah Transit Authority
Kathryn Pett
Snell & Wilmer LLP
15 West South Temple, Suite 1200
Gateway Tower West
Salt Lake City, UT 84101

Utah State Cooperative Extension
Service – Utah County Administration
Bldg. - 100 East Center, Room L600
Provo, UT 84606

Public Service Commission
Heber M. Wells Building, 4th Flr.
160 East 300 South
Salt Lake City, UT 84111
Mail: PO Box 45585
Salt Lake City, UT 84145-0585

Headquarters of Labor Organizations Representing Employees

W. E. Morrow
General Chairman BMWED
100 E. Sage Street, PO Box 850
Lyman WY 82937-0850

C. M. Morgan
General Chairman
3009 W. Colorado Ave., Suite C-1
Colorado Springs, CO 80904-2174

Grover Pankey
General Chairman BRS
1150 N. Mountain Ave., Suite 206
Upland CA 91786

D. L. Hazlett
General Chairman UTU
5990 SW 28th St., Suite F
Topeka, KS 66614-4181

Mr. T. J. Donnigan
General Chairman BLET
P. O. Box 609
Pocatello ID 83204-0609
Overnight Address:
150 South Arthur, Suite 315
Pocatello, ID 83204

§ 1152.20(a)(3) - Posting. On August 14, 2007, the Notice of Intent was posted in a conspicuous place at the receptionist desk which is open to the public at 1400 Douglas Street, Omaha, Nebraska, 68179. Business for the line proposed to be discontinued in Docket No. AB-33 (Sub-No. 290) is handled at this facility.

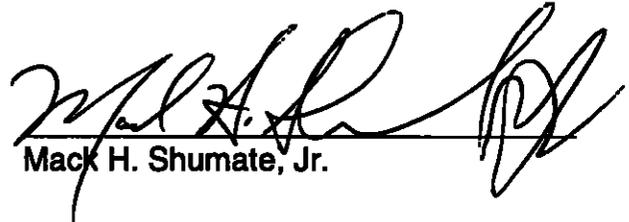
§ 1152.20(a)(4) - Newspaper publication. The Notice of Intent was published once each week for three consecutive weeks in a newspaper generally circulated in the county as follows:

<u>Newspaper</u>	<u>County</u>	<u>Dates Published</u>
<i>The Provo Daily Herald</i>	Utah	August 15, 20, 27, 2007

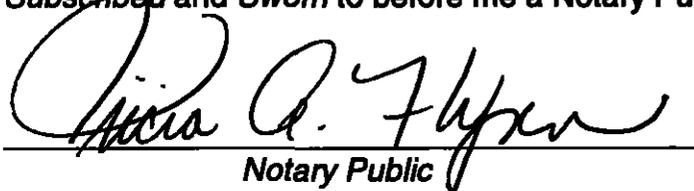
§ 1152.20(c) - Environmental and Historic Report. On November 28, 2006 (at least 20 days prior to filing the application), a Combined Environmental and Historic Report was prepared pursuant to §§1105.7(e) and 1105.8(d) and distributed with the form letter on all parties listed at § 1105.7(b)(1)-(11) and the State Historic Preservation Officer, pursuant to 49 C.F.R. §§ 1105.7 and 1105.8.

The Combined Environmental and Historic Report and Certificate of Service were served on the Board on November 29, 2006.

Dated this 13th day of September, 2007.


Mack H. Shumate, Jr.

Subscribed and Sworn to before me a Notary Public this 13th day of 2007.


Notary Public



My Commission Expires: September 21, 2008.

the terms 149 U.S.C. 1204 (a) (1) and (2) and (b) (1) and (2) shall apply to each other and shall jointly be entitled to the custody and management of the property of the decedent and shall have the right to sell the property of the decedent. The LP's representatives to whom powers may be made, including joint or several powers, shall be: **William H. Shuman, Jr., James Edward Williams, 251 North Dearborn Drive, Room 1000, Chicago, Illinois 60610.**

Persons having further information concerning the provisions hereof should refer to the Trust Agreement or refer to the full distribution schedule of the CPA form 1180. Questions concerning the provisions hereof may be directed to the Trust's Attorney at the address set forth below.

A copy of the Application will be available for public inspection on or before August 20, 1987 at the public office of the Secretary of State, State of Illinois, 215 North Dearborn Drive, Chicago, Illinois 60610. Between 10:00 a.m. and 4:00 p.m. on Monday from 7:30 a.m. to 11:30 a.m. If you wish to inspect a copy of the Application or any information pertaining to the estate of the decedent, please contact the Secretary of State.

An environmental statement ("ES") for any property interest (including any interest in real property) owned by the decedent at the time of his death and which is subject to any agreement or other persons who have an interest in the property, shall be prepared by the decedent's attorney, Esq. in the State of Illinois, and shall be filed with the Secretary of State, State of Illinois, 215 North Dearborn Drive, Chicago, Illinois 60610. The ES shall be prepared and filed on or before the date of the filing of the Application. The ES shall be prepared and filed on or before the date of the filing of the Application. The ES shall be prepared and filed on or before the date of the filing of the Application. The ES shall be prepared and filed on or before the date of the filing of the Application.

LEON PACIFIC REALTOR COMPANY
William H. Shuman, Jr.
James Edward Williams
251 North Dearborn Drive
Suite 1000
Chicago, Illinois 60610
312/777-1000
Legal Notice (204718) Full text - The F.A.S.
1/26/87 Page 10/10 August 15, 1987