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Gabriel S. Meyer
Assistant General Attorney

January 24, 2008

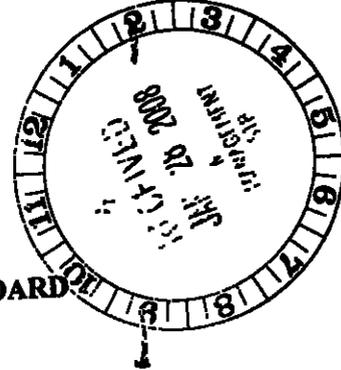
VIA UPS SECOND DAY AIR

Ms. Anne Quinlan
Acting Secretary
Surface Transportation Board
395 E Street, SW
Washington, D C. 20024

FILED

JAN 28 2007

**SURFACE
TRANSPORTATION BOARD**



**RE: Proposed Abandonment of the Lakewood Industrial Lead, from
Milepost 16.2 to Milepost 16.5; STB Docket No. AB-33 (Sub-No. 259X)**

Dear Secretary Quinlan:

Pursuant to 49 U S C §10502, Union Pacific Railroad Company submits the original and ten (10) copies of a Petition for Exemption, with Verification, to abandon an easement on the above-referenced rail line. A Certificate of Service and Publication pursuant to 49 C.F.R. §1152.60(d) and 49 C.F.R. §1105 12 are attached to the Petition. Also enclosed are a draft Federal Register notice pursuant to 49 C.F.R. §1152 60(c), and Union Pacific's payment form for \$5,400 for the filing fee.

Thank you for your time and attention to this matter. Please do not hesitate to contact me if you have any questions.

Sincerely,

Gabriel S. Meyer

Enclosures

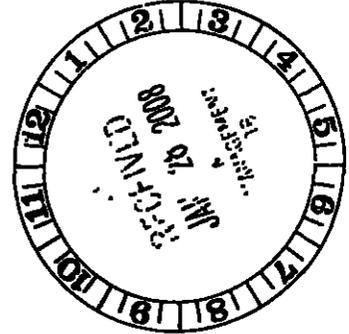
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JAN 28 2007
**SURFACE
TRANSPORTATION BOARD**

BEFORE THE
SURFACE TRANSPORTATION BOARD

Docket No. AB-33 (Sub-No. 259X)

UNION PACIFIC RAILROAD COMPANY
-- ABANDONMENT EXEMPTION --
IN LOS ANGELES COUNTY, CALIFORNIA
(LAKEWOOD INDUSTRIAL LEAD)



FILED
JAN 28 2007
SURFACE
TRANSPORTATION BOARD

Petition for Exemption

UNION PACIFIC RAILROAD COMPANY
Gabriel S Meyer
Assistant General Attorney
1400 Douglas Street
STOP 1580
Omaha, NE 68179
(402) 544-1658
(402) 501-3393 (FAX)

Dated: January 24, 2008
Filed: January 28, 2008

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SURFACE
TRANSPORTATION BOARD

**BEFORE THE
SURFACE TRANSPORTATION BOARD**

Docket No. AB-33 (Sub-No. 259X)

**UNION PACIFIC RAILROAD COMPANY
-- ABANDONMENT EXEMPTION --
IN LOS ANGELES COUNTY, CALIFORNIA
(LAKEWOOD INDUSTRIAL LEAD)**

Petition for Exemption

I. Introduction

Union Pacific Railroad Company ("UP") files this petition for exemption from the requirements of 49 U.S.C. §10903 in accordance with 49 U.S.C. §10502, the applicable Rules at 49 C.F.R. §1121 and 49 C.F.R. §1152, and the applicable Special Rules at 49 C.F.R. §1152.60. The exemption, if granted, will permit UP to abandon its easement over a portion of its Lakewood Industrial Lead, from Milepost 16.2, at Carson Street, to Milepost 16.5, near Cover Street (the "Line"), a total distance of approximately 0.3 miles in the City of Lakewood, in Los Angeles County, California. The entire Line is located on property owned by Ganahl Lumber Company ("Ganahl").

Ganahl is the only shipper that utilizes the Line. UP will continue to serve Ganahl following the Board's approval of the proposed action. The proposed action will simply give Ganahl complete control over its property as an industrial facility, by removing the encumbrance created by UP's easement to use the Line. UP does not

expect that the proposed abandonment will have any impact upon rail service to Ganahl, or any other customer. There is no possibility that the Line will generate any new business, other than business originating or terminating at Ganahl, as Ganahl owns all of the property over which the Line operates.

II. Petitioner's Background and Representative

UP has rail operations in the States of Arizona, Arkansas, Iowa, Colorado, Idaho, Illinois, Indiana, Iowa, Kansas, Louisiana, Minnesota, Missouri, Montana, Nebraska, Nevada, New Mexico, Oklahoma, Oregon, Tennessee, Texas, Utah, Washington, Wisconsin and Wyoming. UP has an easement to operate over the Line, which extends from Milepost 16.2, at Carson Street, to Milepost 16.5, near Cover Street, a distance of 0.3 miles in the City of Lakewood, in Los Angeles, California.

The name, address and telephone number of UP's representative is listed below:

Gabriel S. Meyer
Assistant General Attorney
1400 Douglas Street
STOP 1580
Omaha, NE 68179
(402) 544-1658
(402) 501-3393 (FAX)

III. Line Description, Zip Code Information, and Map

The proposed action involves UP's abandonment of its operating easement over a portion of its Lakewood Industrial Lead, extending from Milepost 16.2, at Carson Street, to Milepost 16.5, near Cover Street, a total distance of approximately 0.3 miles in the City of Lakewood, in Los Angeles County, California. The entire Line is located on property owned by Ganahl, which UP will continue to serve following the proposed

abandonment of its easement. UP does not serve any other customers via the Line.

No overhead traffic and no passenger service operates over the Line.

The Line was originally constructed in 1891 by the Los Angeles Terminal Railway as part of a through route extending from Los Angeles to San Pedro, California. The Line was sold to Ganahl Lumber Company ("Ganahl") on August 11, 2006. The Line traverses U.S Postal Service zip code 90712

A map of the Line over which UP proposes to abandon its easement is indicated in solid black in the map attached as **Attachment No. 1**. Other rail lines in the area, principal highways and other roads are also shown on the map. The Line does not contain any bridges that are over 50 years old

No stations will be closed as a result of UP's proposed abandonment of its easement.

IV. Shipper Information

The proposed abandonment of the easement will have no adverse effect on the Line's sole customer, Ganahl, which will continue to receive UP rail service. The recent shipping profile for the Line is as follows:

John Ganahl
Ganahl Lumber Company
P O. Box 31
Anaheim, CA 92815

Because UP is not abandoning service to Ganahl, UP believes that it is unnecessary to supply traffic information to the STB, as such information could be utilized by Ganahl's competitors.

V. Reasons for the UP's Abandonment of its Easement

The Line, which was once a part of a through route from Los Angeles to San Pedro, CA was sold by UP to Ganahl Lumber Company ("Ganahl") on August 11, 2006, to allow it to develop and expand its transload facility, which utilizes UP rail service. At the time of the sale, UP retained an operating easement over the Line, which would have allowed it to serve other customers located along the Line, in compliance with its common carrier obligations. However, as Ganahl owns all of the property traversed by the Line, there is no reasonable possibility that the Line will generate any new business, other than business utilizing Ganahl's transload facility. The removal of the encumbrance presented by UP's easement to use the Line will enable Ganahl to modify and expand its operations as necessary.

After the abandonment of the easement, the closest available rail service will be provided via the remaining portion of UP's Lakewood Industrial lead, north of Carson Street, in Lakewood, California.

Because the Line is located on private property and Ganahl will continue to utilize it as industrial track, it would be impractical to use the Line for other public purposes, including roads and highways, other forms of mass transportation, conservation, or energy production or transmission. Furthermore, the Lakewood area is adequately served by existing roads and utility lines at the present time.

UP expects that the proposed abandonment of its easement will be beneficial to interstate commerce, as it will allow Ganahl the freedom to use its property as it sees fit to meet the needs of its customers, and manage its railroad transloading activities.

VI. Reasonable Alternatives

There appear to be no reasonable alternatives to abandonment of UP's easement over the Line. Because the entire Line is located on Ganahl's property and can only be used to serve Ganahl, and because UP will continue to serve Ganahl, there is no reasonable likelihood that there will be future demands for additional service on the Line.

VII. The Exemption Standards Have Been Met

Abandonment of rail lines requires authorization and approval of the Board pursuant to 49 U.S.C. §10903. However, 49 U.S.C. §10502 requires the Board to exempt transactions where it finds: (1) continued regulation is not necessary to carry out the Rail Transportation Policy of 49 U.S.C. §10101, and (2) either the transaction is of limited scope or Board regulation is not necessary to protect shippers from an abuse of market power. UP's proposed abandonment of its easement clearly satisfies these exemption standards.

Detailed scrutiny by the Board under 49 U.S.C. §10903 is not necessary to carry out the Rail Transportation Policy of 49 U.S.C. §10101. An exemption will minimize UP's administrative costs and expenses that would otherwise be associated with pursuing the proposed abandonment of its easement through a full application proceeding. An exemption will expedite regulatory action and will reduce regulatory barriers to abandonment of its easement consistent with Sections 10101(2) and (7). An exemption will also foster sound economic conditions in the transportation industry consistent with Section 10101(5), by permitting UP's abandonment of its easement

over the Line, thereby removing impediments to Ganahl's day-to-day business activities.

Additionally, the proposed abandonment of the easement is clearly a transaction of "limited scope." The Line is only 0.3 miles long and provides service only to a single customer—Ganahl. Furthermore, regulation of this abandonment is not needed to protect shippers from an abuse of market power, as Ganahl will continue to receive UP rail service, and will retain all transportation options and alternatives that it currently has.

VIII. Land Area, Federal Grant Information, and Public Use

The right-of-way, which is approximately eighty (80) feet wide, runs through the City of Lakewood across property owned by Ganahl Lumber Company. The area in which the line is located is industrialized and the topography is level.

UP believes that the right-of-way over which it proposes to abandon its easement is not suitable for other public purposes including roads or highways, mass transportation, energy production or transmission, or recreational use. The Line lies in the City of Lakewood, which is already served by numerous local streets and Interstate highways. Moreover, because the Line is located on private property and UP will continue to use it to serve Ganahl, it would be impractical to use the Line for other public purposes. The removal of the encumbrance presented by UP's easement to use the Line will enable Ganahl to modify and expand its operations as necessary.

Based upon information in UP's possession, the Line contains no federally granted right-of-way and none of the adjacent property is reversionary. Any documentation in UP's possession will be made available promptly to those requesting

it.

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

IX. Labor.

UP is agreeable to the labor protection conditions imposed in abandonment proceedings as prescribed in Oregon Short Line R Co – Abandonment – Goshen, 360 ICC 91 (1979).

X. Environmental and Historic Report

The required environmental and historic information is contained in the combined Environmental and Historic Report (the "EHR") which was served on January 4, 2008. A copy of the EHR transmittal letter is attached as **Attachment No. 2**. The original and ten (10) copies of the EHR were sent to Ms. Victoria Rutson, STB Section of Environmental Analysis, on January 3, 2008, for filing.

Subsequent to the filing of the combined EHR no additional letters were received by UP from any federal, state or local governmental agency concerning any conditions to be imposed on the abandonment.

WHEREFORE, Union Pacific Railroad Company respectfully requests that the Board issue a decision exempting the proposed abandonment from the provisions of 49 U.S.C. §10903 and direct that the exemption be effective on the date of the Board's decision.

Dated this 24th day of January, 2008.

Respectfully submitted,

UNION PACIFIC RAILROAD COMPANY



Gabriel S. Meyer
Assistant General Attorney
1400 Douglas Street
STOP 1580
Omaha, NE 68179
(402) 544-1658
(402) 501-3393 (FAX)

VERIFICATION

STATE OF NEBRASKA)

COUNTY OF DOUGLAS)

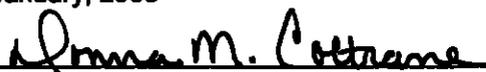
) ss
)

I, RAYMOND E. ALLAMONG, JR., Senior Manager Rail Line Planning of Union Pacific Railroad Company, declare under penalty of perjury, under the laws of the United States of America, that I have read the foregoing document and that its assertions are true and correct to the best of my knowledge, information and belief I further declare that I am qualified and authorized to submit this verification on behalf of Union Pacific Railroad Company I know that willful misstatements or omissions of material facts constitute Federal criminal violations punishable under 18 U S C 1001 by imprisonment up to five years and fines up to \$10,000 for each offense. Additionally, I know that these misstatements are punishable as perjury under 18 U.S.C. 1621, which provides for fines up to \$2,000 or imprisonment up to five years for each offense.

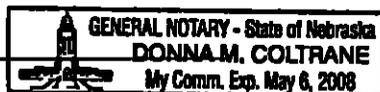
Dated at Omaha, Nebraska, this 22nd day of January, 2008


Raymond E. Allamong, Jr.

SUBSCRIBED AND SWORN TO
before me this 22nd day of
January, 2008


Notary Public

My Commission expires. _____



O \ABANDONMENTS\33-178X\VerRA wpd

DRAFT FEDERAL REGISTER NOTICE
[49 C.F.R. § 1152.60(c)]

STB No. AB-33 (Sub-No. 259X)
**Notice of Petition for Exemption to Abandon or
to Discontinue Service**

On January 28, 2008, Union Pacific Railroad Company filed with the Surface Transportation Board, Washington, D.C. 20423, a petition for exemption for the abandonment and discontinuance of its easement over a portion of the Lakewood Industrial Lead from milepost 16.2, at Carson Street, to milepost 16.5, near Cover Street, a distance of 0.3 miles in Los Angeles County, California (the "Line"). The Line traverses through U.S. Postal Zip Code 90712. There are no shippers on the Line that will be adversely affected by the proposed abandonment. There are no stations or structures that will be adversely affected by the proposed abandonment.

The Line does not contain federally granted rights-of-way. Any documentation in the railroad's possession will be made available promptly to those requesting it.

The interest of railroad employees will be protected as required by 49 U.S.C. 10903(b)(2).

Any offer of financial assistance will be due no later than 10 days after service of a decision granting the petition for exemption.

All interested persons should be aware that following abandonment of rail service and salvage of the Line, the Line may be suitable for other public use, including interim trail use.

Any request for a public use condition and any request for trail use/rail banking will be due no later than 20 days after notice of the filing of the petition for exemption is published in the Federal Register.

Persons seeking further information concerning abandonment procedures may contact the Surface Transportation Board or refer to the full abandonment or 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 abandonment proceedings normally will be made available within 60 days of the filing of the petition. The deadline for submission of comments on the EA will generally be within 30 days of its service.

CERTIFICATE OF SERVICE AND PUBLICATION

The undersigned hereby certifies that a copy of the foregoing Petition for Exemption in Docket No. AB-33 (Sub-No 259X) by Union Pacific Railroad Company was served on the date indicated below by mailing a copy, first class mail postage prepaid to the following:

MTMCTEA
Attn. Railroads for National Defense
720 Thimble Shoals Blvd , Suite 130
Newport News, VA 23606-2574

U S Department of the Interior
National Park Service
Recreation Resources Assistance Div
P O Box 37127
Washington, D C 20013-7127

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

California Public Utilities Commission
505 Van Ness Avenue
San Francisco, CA 94102

John Ganahl
Ganahl Lumber Company
P O Box 31
Anaheim, CA 92815

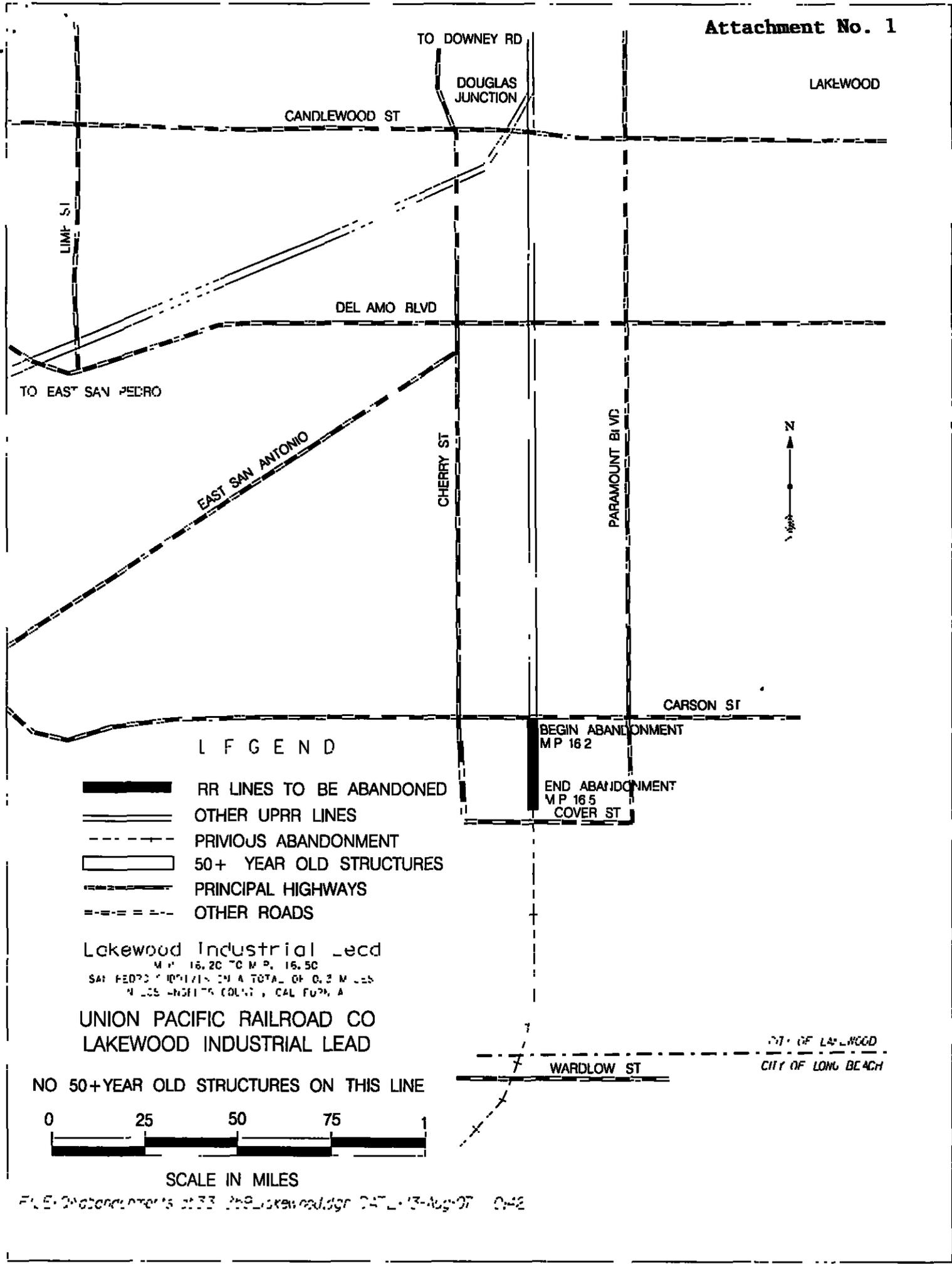
The undersigned further certifies that a notice of the abandonment will be published one time in the County where the rail line is located as follows:

<u>County</u>	<u>Newspaper</u>	<u>Date</u>
Los Angeles	<i>Press Telegram</i>	January 26, 2008

The above newspaper is generally circulated in the county where the rail line is located. The Notice as published was in the form prescribed by the Board for a Petition for Exemption at 49 CFR 1105.12

Dated this 24th day of January, 2008


Charles W Saylor



221199



Gabriel S Meyer
Assistant General Attorney

January 3, 2008

VIA UPS OVERNIGHT

Surface Transportation Board
395 E Street, SW
Washington, DC 20024

ENTERED
Office of Proceedings

JAN 07 2008

Part of
Public Record

Attention: Victoria Rutson

**Re: Proposed Abandonment of the Lakewood Industrial Lead, from
Milepost 16.2 to Milepost 16.5; STB Docket No. AB-33 (Sub-No. 259X)**

Dear Ms Rutson

Enclosed for filing in the above-referenced matter is the original and ten (10) copies of Union Pacific Railroad Company's Combined Environmental and Historic Report prepared pursuant to 49 C F R Sections 1105 7 and 1105 8, with a Certificate of Service and a transmittal letter pursuant to 49 C F R Section 1105 11

Union Pacific anticipates filing a Petition for Exemption in this matter on or after January 24, 2008 Please do not hesitate to contact me if you have any questions

Sincerely,

Gabriel S Meyer

Enclosures