



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

February 5, 2008

Via Electronic Filing

Anne K. Quinlan
Acting Secretary
Surface Transportation Board
395 E Street, S.W.
Washington, D. C. 20423-0001

**RE: NOTICE OF DISCONTINUANCE OF SERVICE
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 Acting Secretary Quinlan:

This is to advise the Surface Transportation Board (the "Board") that the Union Pacific Railroad Company ("Union Pacific") with regard to the subject Application under 49 U.S.C. 10903 for authority to discontinue service over a 27.57 mile line of railroad known as the Elberta Line consisting of four (4) end to end line segments including 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 0.00 to Milepost 3.80 (equation Milepost 2.89 = Milepost 2.98) and the Iron King Branch from Milepost 0.00 to Milepost 2.15, has in accordance with the Board's Decision having a late service date of January 2, 2008, discontinued service and operations over the Elberta Line in accordance with and subject to the Decision of the Board effective February 1, 2008.

It is understood and agreed by Union Pacific that the authority to discontinue service on the Line is subject to the conditions imposed in Oregon Shortline RR. Company – Abandonment -Goshen, 360 IC. C. 91 (1979) (Oregon). Union Pacific has received no offers of financial assistance under 49 C.F.R. 1152.27(b)(1) to subsidize continued rail service over the Line.

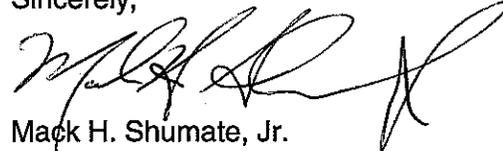
While not specifically referenced in the Board's findings or order, the Board makes specific acknowledgement in its Discussions and Conclusions that the Board understands that Union Pacific intends, subject to state and local laws, to pave over or remove at-grade crossings that Union Pacific believes to be a safety hazard. The Board went on to state,

"These actions will make roads safer. Moreover, we have granted discontinuance authority that would result in the removal of crossings in the past." See, "Union Pacific Railroad Company – Abandonment and Discontinuance Exemption – in Cook County, Illinois, STB Docket No. Ab-33(Sub-No. 167X) (STB Served August 23, 2002)."

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Unless the Board rules otherwise, Union Pacific will treat the Discussion and Conclusions from the Board as authorization to seek at a state and local level to remove any at-grade crossings that the Union Pacific believes to be a safety hazard on the discontinued Line.

Sincerely,

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

Mack H. Shumate, Jr.
Senior General Attorney

cc: Public Service Commission

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