



Mack H Shumate, Jr
Senior General Attorney, Law Department

August 15, 2008

E-Filing

Anne K. Quinlan
Acting Secretary
Surface Transportation Board
395 E. St., S.W., Room 1149
Washington, D.C. 20024

223288

CERTIFICATION

Re: Proposed Abandonment of the Flanigan Industrial Lead from M.P. 338.33 near Flanigan, Nevada to M.P. 360.10 near Wendel, California, a total distance of 21.77 miles in Washoe County, Nevada and Lassen County, California; and of the Susanville Industrial Lead from M.P. 358.68 to M.P. 359.25 near Wendel, California, a Total Distance of 0.57 Miles in Lassen County, California (collectively the "Line"); STB Docket Number AB-33(Sub-No. 230X)

Dear Ms. Quinlan:

In accordance with the Surface Transportation Board's Decision with a late release service date of August 5, 2008 in the above-referenced matter, Union Pacific Railroad Company (UP) hereby certifies to the Board that it has provided to Nevada Central Railroad UP's most recent report on the physical condition of the above-referenced Line as well as the documents that UP used to establish its net liquidation value for the Line. Said report and documentation was forwarded on August 14, 2008 by UPS/Overnight Courier service for delivery to Nevada Central Railroad on August 15, 2008.

Attached hereto is a signed copy of Mr. Ray Allamong's letter on behalf of UP to Mr. Robert Allen Kemp, Chief Executive Officer of the Nevada Central Railroad with Exhibits 1 through 6. Exhibit 6 included with the documentation served on Nevada Central Railroad included the complete valuation maps. In that these documents are very large, approximately two (2) feet by several feet in length, attached to this Certification to the Board is a photocopy of the Grantor and Grantee index of each valuation map, which shows the ownership interests of the UP in

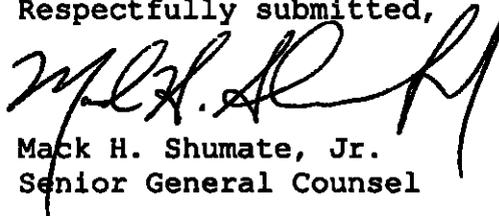
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AB-33 (Sub-No. 230X)

said real property. The purpose of the valuation maps is to show which parcels are owned in fee by the UP and which parcels are reversionary. Reducing the maps to an 8½ x 11 pdf results in a document which lacks clarity. If the Board desires full reproductions of the valuation maps, UP will have duplicate copies of the large maps which were delivered to Nevada Central Railroad reproduced and delivered to the Board.

Union Pacific again renews its request that the tolling of the OFA time period be lifted and that the time period for the filing of an Offer of Financial Assistance for the Line expire ten (10) days after the lifting of the tolling of the OFA time period.

Respectfully submitted,



Mack H. Shumate, Jr.
Senior General Counsel

cc: Robert Allen Kemp
Chief Executive Officer
Nevada Central Railroad



August 15, 2008 (Sent via UPS Overnight August 14, 2008)

Mr. Robert Alan Kemp
Chief Executive Officer
Nevada Central Railroad
C/o Aviation Technologies, Ltd.
4959 Talbot Lane, Unit #69
Reno, NV 89509

RE: Flanigan Industrial Lead from M.P. 338.33 near Flanigan, Nevada to M.P. 360.10 near Wendel, California, a total distance of 21.77 miles in Washoe County, Nevada and Lassen County, California; and of the Susanville Industrial Lead from M.P. 358.68 to M. 359.25 near Wendel, California, a total distance of 0.57 miles in Lassen County, California; STB Docket Number AB-33(Sub-No. 230X)

Dear Mr. Kemp:

In its Order served August 5, 2008 regarding AB-33 (Sub-No. 230X), the Surface Transportation Board ordered UP to provide Nevada Central Railroad (NCR) with UP's most recent report on the physical condition of the Flanigan Industrial Lead which includes the 0.57 miles of the Susanville Industrial Lead (the "Line"), as well as the documents that Union Pacific Railroad Company (UP) used to establish its NLV for the Line. In accordance with said Order, UP hereby submits the following to NCR:

Most Recent Report on Physical Condition of the Line:

The Line is currently out of service commencing with a "red board" at the filed beginning abandonment limit at milepost 338.33 (the end limit is milepost 360.1) and includes the 0.57 miles of the Susanville Industrial Lead. The most recent timetable information (Exhibit 1), which is the same as NCR received in April 2007, indicates that the Line last carried a general speed limit of 25 miles per hour, with a short 10 mph limit in Wendel. Attached Exhibit 2 shows that there is a segment of previously abandoned Southern Pacific Railroad Company track that connects to the Line still on the ground between milepost 360.1 and 360.75 See (AB-12 (Sub-No. 184X)). This track is not included in the valuation information for the Line because its abandoned status places it outside the OFA process for the Line, but UP will quote a price for this abandoned segment if UP progresses a sale of the Line. UP has not commenced salvage activities on the Line.

The last inspection of the Line made by UP prior to taking the Line out of service was in March of 2007. The FRA track inspection and defect report resulting from that trip is enclosed as Exhibit 2. "INDL" in the Track Type column indicates the Flanigan Industrial Lead main itself, while "INDU" stands for industry track. The net result of the inspection was that the

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inspector found just two defects involving joint bars. (See page 2 of said Exhibit 2) These defects were repaired immediately. Accordingly, at the time the Line was taken out of service last year, it was designated in FRA Class 2 condition with no unrepaired track defects. (Note – the term “Modoc Abandoned” on Exhibit 2 reflects the necessary change in status from Subdivision to Industrial Lead after the above referenced abandonment by Southern Pacific Railroad Company in AB-12 (Sub-No. 184X).

Supporting both an understanding of condition of the Line and the NLV discussed below, attached as Exhibit 3 are the track profiles supplied in April of 2007. These diagrams comprise the UP Engineering Department’s summary of the physical aspects of the Line and include curvature, rise and fall of track structure, location and type of bridges, and the location of grade crossings. There is no separate profile for the remnant of the Susanville Industrial Lead which only makes up 0.57 miles of the Line.

Documents Used by Union Pacific to Establish Net Liquidation Value for the Line:

Enclosed as Exhibit 4 is the computation spreadsheet used by the salvage specialist in UP’s Engineering Department to compute the NLV of the Line. NCR first received this spreadsheet in April of 2008 and there are no revisions. Accordingly, UP reaffirms the NLV of \$3,070,836. The UP’s Engineering Department representative first quantifies the various sizes and accumulated weights of rail material on the Line. The UP Engineer then assesses the quality of the rail and determines appropriate per ton or per item values. The value of scrap and reroll rail and “OTM” (tie plates, joint bars, spikes) is obtained from the American Metal Markets published prices for the Chicago consumer buying market. The value of relay rail (shown on the spreadsheet in this case as “No. 2 Qual”) is derived from periodic surveys of those salvage companies that sell relay quality rail in the open market. UP’s Engineering Department representative also assessed the quality of the ties and valued them accordingly. Through these procedural steps, UP’s Engineering Department representative established the track value before cost of removal. In the next section of the computation spreadsheet, UP’s Engineering Department representative calculated removal costs. Finally, UP’s Engineering Department representative subtracted the removal costs from the material value to derive the NLV.

Enclosed as Exhibit 5 is the UP Real Estate Department internal appraisal worksheet for the Line, supplied to NCR in April of 2007. Though titled, “Market Value – Modoc Subdivision MP 338.33 to MP 360.10”, the appraisal does include both the Flanigan Industrial Lead and the Susanville Industrial Lead parcels. As a preliminary step all parcels were initially valued to obtain an “Across the Fence” (ATF) valuation. However, the right half of the spreadsheet shows the necessary adjustments made to convert the ATF value to Net Liquidation Value, which appears in the third column from the right on said Exhibit 5. In line with the OFA rules, only those parcels for which UP holds fee title are included in the NLV total of \$116,679. The eight “reversionary” parcels are circled on said Exhibit 5, have a “zero” in the NLV column and do not increase the NLV of the Line.

Mr. Robert Allen Kemp
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Finally, enclosed as Exhibit 6 are the "Valuation Maps", supplied to NCR in April of 2007, showing the parcels cited in the appraisal worksheet. The lower right hand corner of these maps show the valuation series and map number, which can then be keyed back readily to the valuation worksheet. However, the last map, V-123/5, corresponds to "SPTCo.CA" on Exhibit 5. Original acquisition information is shown in the schedules on the maps.

This information is supplied by UP to NCR in order to provide the sufficient information required for NCR to submit an OFA for the Line in accordance with the Board's latest decision in AB33 (Sub. No. 230X).

Respectfully,


Raymond Allamong

Exhibit 1

WINNEMUCCA SUBDIVISION (0779)

Mile Post	Rule 6.3	CP #s	Radio Display Winnemucca to Gerlach -2424 Gerlach to Portola -2727		Sta #s	Siding Feet	
			WEST ▼ STATIONS	EAST ▲			
532.1	CTC	F632	WINNEMUCCA	BT	UX428	N10007	
530.8		F631				57081	
530.7		F630	(12.3)				
519.8		F620	RAGLAN			PX440	8225
518.5		F515	(15.8)				
508.2		F509	GASKELL			PX460	8249
507.9		F508	(12.0)				
497.2		F497	JUNCO			PX481	8149
496.0		F496	(8.0)				
486.2		F488	ANTELOPE			PX471	8245
487.0		F487	(8.2)				
480.0		F480	FLOKA			PX479	8183
478.7		F479	(8.8)				
471.2		F471	RONDA			PX455	8245
469.8		F470	(8.2)				
461.9		F462	CHOLONA			PX487	8243
460.8		F461	(19.0)				
451.9		F462	TREGO			PX507	8220
450.5		F461	(13.3)				
436.5		F439	GERLACH		7	PX520	8380
432.3		F437	(7.1)				
431.6		F432	PHIL			PX528	8245
430.3		F430	(14.8)				
418.9	F417	REYNARD			PX642	8738	
416.7	F416	(11.8)					
404.4	F405	SAND			PX594	8235	
404.1	F404	(11.9)					
384.4	F384	SAND PASS			PX595	8234	
383.1	F383	(10.1)					
364.3	F384	FLANIGAN			PX574	8238	
362.9	F383	(12.2)					
372.1	F372	HERLONG			PX587	8278	
371.2	F371	(8.9)					
363.2	F363	DOYLE			PX608	8458	
361.8	F362	(11.0)					
362.2	F362	CP F362					
		(8.0)					
348.2	F348	SCOTTS			PX618	8213	
346.8	F345	(4.7)					
341.5	F341	RENO JCT		7	PX616	8151	
		(1.8)					
335.7	F340	CHLOOT			PX619	8342	
335.6	F339	(11.8)					
328.1	F328	HAWLEY			PX631	8887	
328.8	F327	(8.8)					
322.3	F322	PORTOLA		8	PX637	10748	

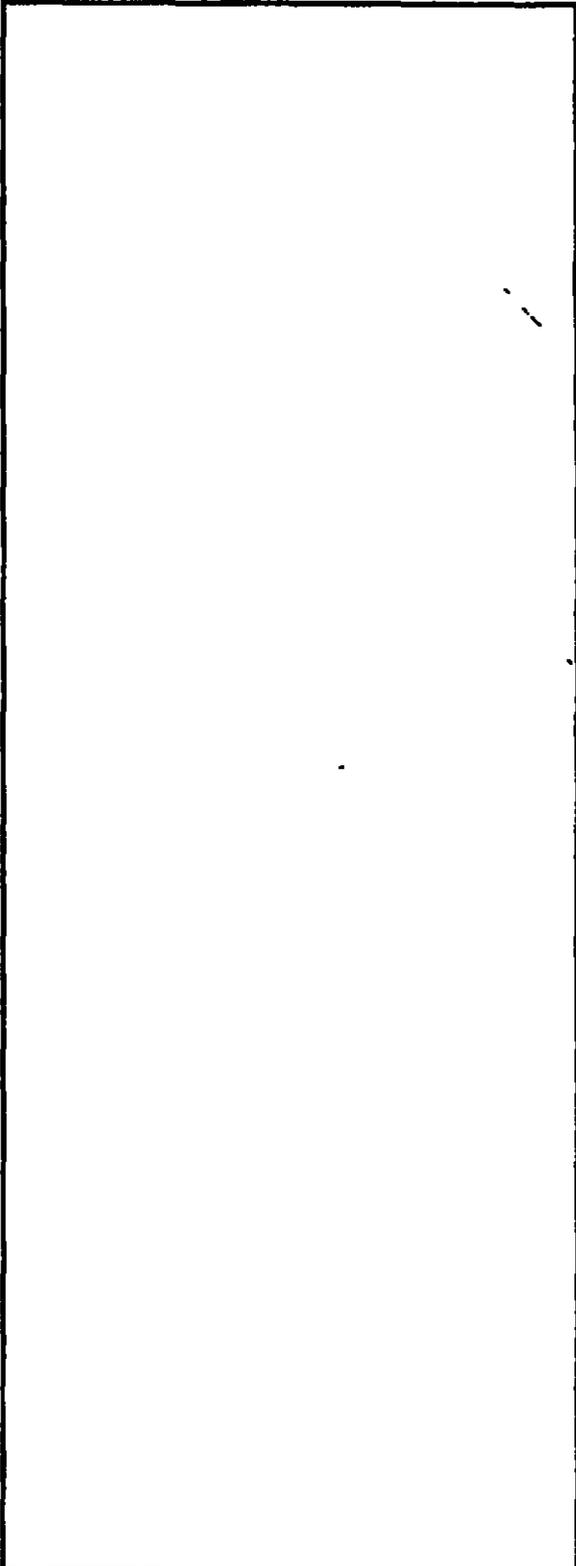
(20.8)

SI-01 MAIN TRACK AUTHORITY
CTC between MP 532.1 and MP 322.3

SI-02 MAXIMUM SPEED TABLE		
Maximum Speed	MPH	
Between Mileposts 532.1 and 322.3		
(Except as Below) ..	70	
521.8 and 520.9	60	
510.4 and 509.9	65	
495.7 and 494.5	40	
494.5 and 489.9	35	
489.9 and 488.3	50	
488.3 and 481.1	60	
481.1 and 480.1	55	
441.5 and 437.3	60	
434.1 and 429.5	60	
404.7 and 399.9	55	
399.9 and 397.7	50	
397.7 and 397.0	35	
397.0 and 395.4	30	
395.4 and 390.7	35	
390.7 and 387.4	50	
387.4 and 384.0	60	
372.7 and 369.4	60	
363.8 and 353.8	60	
353.8 and 348.4	40	
348.4 and 347.6	35	
347.6 and 343.7	40	
343.7 and 341.5	50	
324.1 and 322.3	30	
Note: Where no permanent or temporary speed restrictions are in effect for freight trains, UPRR Passenger Trains may operate at 10 MPH above maximum speed for freight trains not to exceed 79 MPH.		
SI-03 OTHER SPEED RESTRICTIONS		
Maximum Speed	MPH	
1. Thru Sidings & Turnouts		
Winnemucca, South Passing Track ..	10	
North Passing Track	20	
2. Dual Control Switch Turnouts		
CP F341 Reno Jct	10	
CP F384 Flanigan to Modoc Sub	20	
3. Misc. Speed Restrictions (No Exceptions)		
SI-04 MAIN TRACK DESIGNATIONS - None.		
SI-05 MILEPOST EQUATIONS - None.		
SI-06 RCL OPERATIONS - None.		
SI-07 ITEM 13 TRAIN DEFECT DETECTORS		
(#) 521.4	(#) 456.0	(#) 387.1
(#) 503.9	(#) 434.5	(#) 358.3
(#) 475.1	(#) 412.8	(#) 335.9
SI-08 RULES ITEMS - None		
SI-09 FRA EXCEPTED TRACKS		
PX620: 125 east leg of wye; 126 west leg of wye, 014-015, 532, 534, 720.		
SI-10 BUSINESS TRACKS		
Track Name	MP	STA. #S
Marcus	525.8	UX432
Portola	348.9	PX610

WINNEMUCCA SUBDIVISION (0779)

<p>SI-11 INDUSTRIAL LEADS</p> <p>Loyalton Industrial Lead: (0780) Hewley to Loyalton 12.3 miles; MP 0 0 and MP 12.3 - 5 MPH Derail at MP 12 2 FRA Excepted Track MP 0.0 to MP 12 3</p> <table border="0"> <tr> <td>Business Tracks</td> <td align="right">MP</td> <td align="right">Sta.#s</td> </tr> <tr> <td>Loyalton</td> <td align="right">11.8</td> <td align="right">FL512</td> </tr> </table>			Business Tracks	MP	Sta.#s	Loyalton	11.8	FL512													
Business Tracks	MP	Sta.#s																			
Loyalton	11.8	FL512																			
<p>Flanigan Industrial Lead: (0855) 23.8 miles west from Flanigan to MP 360 1 and of track. Radio Display 9696. Flanigan MP 394.4 = MP 336.3 (start of Ind. Ld). Wendel: All yard trks 5 MPH. North and south legs of wye to MP 360.0 Within these limits operation is joint with Sierra Pacific Industries. Juniper: all trks Calandor Pine 5 MPH</p> <table border="0"> <tr> <td>Maximum Speed</td> <td align="right">MPH</td> </tr> <tr> <td>Between Mileposts</td> <td></td> </tr> <tr> <td>336 3 and 360.1</td> <td></td> </tr> <tr> <td>(Except as Below)</td> <td align="right">25</td> </tr> <tr> <td>358.6 and 359.0</td> <td align="right">10</td> </tr> </table> <table border="0"> <tr> <td>Business Tracks</td> <td align="right">MP</td> <td align="right">Sta.#s</td> </tr> <tr> <td>Herrlong</td> <td align="right">349 8</td> <td align="right">PX587</td> </tr> <tr> <td>Wendel</td> <td align="right">350.7</td> <td align="right">OY168</td> </tr> </table>			Maximum Speed	MPH	Between Mileposts		336 3 and 360.1		(Except as Below)	25	358.6 and 359.0	10	Business Tracks	MP	Sta.#s	Herrlong	349 8	PX587	Wendel	350.7	OY168
Maximum Speed	MPH																				
Between Mileposts																					
336 3 and 360.1																					
(Except as Below)	25																				
358.6 and 359.0	10																				
Business Tracks	MP	Sta.#s																			
Herrlong	349 8	PX587																			
Wendel	350.7	OY168																			
<p>SI-12 TONNAGE RESTRICTIONS/TPOB</p> <p>Maximum Gross Weight: 158 Tons</p>																					
<p>SI-13 TRAIN MAKE-UP RESTRICTIONS</p> <p>Westward trains may entrain loaded single- platform two-axle front runner cars and loaded five-platform articulated single-level spine cars ahead of 5,500 trailing tons between Reno Jct and Portola. These cars must be switched back to the rear 5,500 tons of the train before departing Portola.</p>																					
<p>SI-14 MISC. INSTRUCTIONS</p> <p>Derails (Rule 8.20) in service at following sidings: Raglan - east end; Chilcote - west end; Gerlach - east and west end</p>																					



EXH: b, f 2

Track Inspector Movements & Defects

Union Pacific Railroad
FRA Track Inspection & Defect Report

Inspection Date: 08/22/2007 Inspected By: AUSTIN SIZEMORE
Inspection Type: FRA Required Railed Inspector: Data not entered
Weather: Clear How Conducted: Hi-Fall Walk

Date Inspection Updated into the Central System: 08/22/2007 07:56:01 PM
Data Inspection Closed by Inspector: 08/22/2007 03:48:26 PM

Tracks Inspected

Service Unit	Substation	Seg TK Type	Zone Track	Begin MP	End MP	Rail Knts	Dir	Director	Manager	Track Description
ROSEVILLE	HODOC (ABANDONED)	6890 IND		342.00	343.12	No		TAYLOR	PETERSON	Industrial Lead
ROSEVILLE	HODOC (ABANDONED)	6892 IND		343.12	350.75	No		TAYLOR	PETERSON	Industrial Lead
ROSEVILLE	HODOC (ABANDONED)	6892 VALD	2A	346.15	349.21	No		TAYLOR	PETERSON	HERLONG INSIDE
ROSEVILLE	HODOC (ABANDONED)	6892 CRCS	2Z	349.20	349.20	No		TAYLOR	PETERSON	X-OVER 151-771
ROSEVILLE	HODOC (ABANDONED)	6892 VALD	1A	350.38	350.44	No		TAYLOR	PETERSON	HERLONG INSIDE (2518 151)
ROSEVILLE	HODOC (ABANDONED)	6892 VALD	0A	357.27	358.60	No		TAYLOR	PETERSON	41 TRACK
ROSEVILLE	HODOC (ABANDONED)	6892 VALD	0E	357.28	358.59	No		TAYLOR	PETERSON	42 TRACK
ROSEVILLE	HODOC (ABANDONED)	6892 VALD	0E	357.30	358.60	No		TAYLOR	PETERSON	43 TRACK
ROSEVILLE	HODOC (ABANDONED)	6892 VALD	0E	358.29	358.53	No		TAYLOR	PETERSON	OUTLET SPUR
ROSEVILLE	HODOC (ABANDONED)	6892 INDU	0A5	358.31	358.55	No		TAYLOR	PETERSON	ON DELIVERY 44 TRACK
ROSEVILLE	HODOC (ABANDONED)	6892 VALD	0A	358.34	358.58	No		TAYLOR	PETERSON	STOCK TRACK
ROSEVILLE	HODOC (ABANDONED)	6892 VALD	0E	358.42	358.75	No		TAYLOR	PETERSON	STERNA PACIFIC LEAD
ROSEVILLE	HODOC (ABANDONED)	6892 VALD	0E	358.47	359.80	No		TAYLOR	PETERSON	Wendell House
ROSEVILLE	HODOC (ABANDONED)	6892 VALD	1B	359.01	359.03	No		TAYLOR	PETERSON	WENDEL WYE TRACK

Track Traversed Information

• NONE •

Comments

Track Defects

Substation	Seg / Trk Type / Zone / Track	HP	Defect Measurement	Nature of Defect	Remedial Action	Removal Action Date	Permanent Repairs	Permanent Repair Date	By Whom	Comments
HODOC (ABANDONED)	6992 YARD 05 043	357.30	Number of bats	121.05 -> 2 bats/trk at each Jn	Repaired batwre traffic	01/22/2007	Installed bats or	09/22/2007		
HODOC (ABANDONED)	6992 YARD 05 043	357.30		121.08 - Loose joint bars	Repaired batwre traffic	01/22/2007	Installed bats or	09/22/2007		

Switches Inspected

Station Inspected By	Substation	From Track		Mile Value	To Track		Switch Description	Prog Type Description
		Segment/Track	ZTR		Segment/Track	ZTR		
Welded	HODOC (ABANDONED)	6992 YARD	-	357.270	6992 YARD	05 -043	Solid Heng. Self Guarding	
Welded	HODOC (ABANDONED)	6992 YARD	05 - 043	357.330	6992 YARD	05 -043	Solid Heng. Self Guarding	
Welded	HODOC (ABANDONED)	6992 YARD	05 - 045	358.312	6992 YARD	05 -044	Solid Heng. Self Guarding	
Welded	HODOC (ABANDONED)	6992 YARD	05 - 447	359.526	6992 YARD	05 -044	Solid Heng. Self Guarding	
Welded	HODOC (ABANDONED)	6992 YARD	05 - 447	358.578	6992 YARD	05 -045	Solid Heng. Self Guarding	
Welded	HODOC (ABANDONED)	6992 YARD	05 - 041	358.590	6992 YARD	05 -042	Solid Heng. Self Guarding	
Welded	HODOC (ABANDONED)	6992 YARD	05 - 043	358.590	6992 YARD	05 -447	Solid Heng. Self Guarding	
Welded	HODOC (ABANDONED)	6992 YARD	-	359.630	6992 YARD	05 -105	RBM Standard Point	
Welded	HODOC (ABANDONED)	6992 YARD	-	359.660	6992 YARD	05 -041	RBM Standard Point	
Welded	HODOC (ABANDONED)	6992 YARD	-	358.640	6992 YARD	05 -109	RBM Standard Point	
Welded	HODOC (ABANDONED)	6992 YARD	05 - 165	359.746	6992 YARD	05 -109	RBM Standard Point	
Welded	HODOC (ABANDONED)	6992 YARD	05 - 165	359.746	6992 YARD	05 -138	RBM Standard Point	
Welded	HODOC (ABANDONED)	6992 YARD	-	358.630	6992 YARD	05 -043	RBM Standard Point	
Welded	HODOC (ABANDONED)	6992 YARD	-	359.030	6992 YARD	05 -138	RBM Standard Point	

Track Inspector Movements & Defects

Method/Operated	MOOC (MAINTAINED)	MOOC (MAINTAINED)	6992 TRDL	6992 TRDL	349 150 250-440	6992 YARD	6992 YARD	18 -151	18 -151	Unknown	Unknown
Method/Operated	MOOC (MAINTAINED)	MOOC (MAINTAINED)	6992 TRDL	6992 TRDL	349 150 250-440	6992 YARD	6992 YARD	18 -151	18 -151	Unknown	Unknown

Switch Defects
No switch defect records found

EX. 1.2.1 3

STRUCTURE ABBREVIATIONS

BM	Steel Beam Span
BMC	Steel Beam Span Continuous
CAB	Concrete Arch Bridge
CBDY	Car Body
CEB	Concrete Encased Beam
CTG	Concrete Through Girder
DPG	Deck Plate Girder
DPG-M	Deck Plate Girder Movable
DTP	Deck Truss Pinned
DTR	Deck Truss Riveted
PCB	Prestressed Concrete Box
PCI	Prestressed Concrete I-Beam
PCS	Prestressed Concrete Slab
PCT	Prestressed Concrete Tee
PTC	Post Tensioned Concrete
PTP	Pony Truss Pinned
PTR	Pony Truss Riveted
PTR-M	Pony Truss Riveted Movable
RCS	Reinforced Concrete Slab
RCT	Reinforced Concrete Tee
RG	Rail Girder
RT	Rail Top
SAB	Stone Arch Bridge
TPG	Through Plate Girder
TPG-M	Through Plate Girder Movable
TSG	Timber Stringers - Glulam
TST	Timber Stringers
TTP	Through Truss Pinned
TTP-M	Through Truss Pinned Movable
TTR	Through Truss Riveted
TTR-M	Through Truss Riveted Movable
WAG	Wagon Bridge

All span types are shown as Ballast Deck; Open Deck is designated by a trailing "OD".

Any movable span will be designated with a "-M" followed by "V" and a designation for the type of movable span: "S"-Swing, "L"-Lift, "B"-Bascule (ex. TTRD-M/S).

BAC	Brick Arch Culvert
CAC	Concrete Arch Culvert
CBC	Concrete Box Culvert
CIP	Cast Iron Pipe
CMP	Corrugated Metal Pipe
CMPA	CMP Arch
COMB	Combination
CP	Concrete Pipe
GIP	Galvanized Iron Pipe
MAC	Masonry Arch Culvert
RTC	Rail Top Culvert
SAC	Stone Arch Culvert
SBC	Stone Box Culvert
SPP	Structural Plate Pipe
SPPA	SPP Arch
SSP	Smooth Steel Pipe
VCP	Vitrified Clay Pipe
WBC	Wood Box Culvert
WSP	Wood Spave Pipe

Culverts identified in the Condensed Profile are (a) single culverts 4 ft. in diameter and larger, and (b) multiple culverts totaling 4 ft. in overall span (i.e. 2@24" CMP's would be included).

Multi-segment (type) culverts are designated by "COMB" (Combination).

CLTU	Concrete Lined Tunnel
CSSH	Concrete Rock Shed
CSSH	Concrete Snow Shed
NKTU	Natural Rock Tunnel
SLTU	Shedded Lined Tunnel
SSSTU	Steel Slat Tunnel
TCTU	Timber Concrete Tunnel
TSTU	Timber Slat Tunnel

Exhibit 4

NET LIQUIDATION VALUE OF TRACK & BRIDGES								04/10/88
MODOC SUB (Flanigan Ind Ld) (MP 380.10 Wendel, CA TO MP 338.33 Flanigan, NV)								
MP	338.33	TO	380.10	=	21.77	TRACK MILES		
MISCELLANEOUS SIDINGS					5.30			
Other tracks (Susanville Br.)					0.62			
27.69 TOTAL T.M.S								
TRACK COMPONENTS								
Rail Weight	RAIL		OTM	SWITCHES			NET TONS	
	Track Miles	Net Tons	Net Tons	No. 7	No. 8 & No. 9	No. 14 & No. 10		
128#		0.00	0.00				0.00	0.00
133#		0.00	0.00				0.00	0.00
132#		0.00	0.00				0.00	0.00
131#		0.00	0.00				0.00	0.00
118#	3.83	992.16	234.83			1	5.73	1042.72
118#		0.00	0.00				0.00	0.00
113#	5.62	1117.71	323.04			1	4.63	1445.37
113# CWR	1.60	318.21	56.31				0.00	374.51
112#	10.19	2008.88	585.73			3	13.88	2808.39
112# CWR	0.89	17.74	2.78				0.00	20.52
110#	3.09	885.23	164.28			6	18.88	781.38
100#	0.00	0.00	0.00				0.00	0.00
90#	2.32	287.48	90.71			2	7.21	465.40
80#	0.00	0.00	0.00				0.00	0.00
80#	0.27	28.02	7.71			2	7.27	53.98
70#	0.68	89.78	19.91				0.00	109.37
Total	27.69	5372.85	1485.89				57.58	8908.82
TIES								
SWITCH TIES			838	EA				
CROSS TIES			82474	EA				
TOTAL WOOD TIES			83312	EA				
VALUE OF TRACK COMPONENTS								
MAIN & SIDE TRACKS:	2,044.78	N.T. x	\$280.00	/N.T. =	\$1,158,973	Roll Rail		
MAIN & SIDE TRACKS:	1,186.94	N.T. x	\$386.00	/N.T. =	\$458,471	Scrap Rail		
MAIN & SIDE TRACKS:	2,132.23	N.T. x	\$160.00	/N.T. =	\$1,386,989	No 2 Coal Rail		
Turnouts:	14.00	ea. x	\$5,160.00	ea. =	\$72,240	SH #10 T.O.s		
O.T.M. & Turnouts:	266.00	N.T. x	\$978.00	/N.T. =	\$181,800	Scrap Material		
TIE PLATES:	0	ea. x	\$2.50	ea. =	\$0	SH Relay Tie Plates 14" & 16"		
TIE PLATES:	0	ea. x	\$1.99	ea. =	\$0	Tie Plates 8x13		
SWITCH & CROSS TIES :	20,019	ea. x	\$8.00	ea. =	\$160,170	Recessed Ties		
SWITCH & CROSS TIES :	25,868	ea. x	\$5.00	ea. =	\$129,280	Landscape Ties #1		
SWITCH & CROSS TIES :	16,882	ea. x	\$3.00	ea. =	\$50,647	Landscape Ties #2		
SWITCH & CROSS TIES :	20,883	ea. x	\$0.00	ea. =	\$0	Scrap Ties		
TOTAL TRACK VALUE							\$3,321,480	
BRIDGE VALUE							12,338	
TOTAL VALUE							\$3,633,818	
REMOVAL COSTS								
TRACK REMOVAL	27.69	T.M.s @	\$9,500	Per Mile	\$263,355			
SWITCH & CROSS TIES	83412	EA. @	\$3.00	EA.	\$250,236			
ROAD CROSSING REMOVAL	284	FT @	\$80.00	Per FT	\$22,720			
BRIDGE REMOVAL COST					\$43,776			
TOTAL REMOVAL							\$533,132	
NET LIQUIDATION VALUE							\$3,070,686	
Value of Material Railroad will retain							\$331,320	
Labor associated with Material retained by Railroad							\$141,300	

Map #	Parent #	Area (acres)	Value Segment (1)		Value Segment (2)		Across the Fence (3)		Non-Contiguous Highways and Road Usage (4)		Adjustments to Across the Fence Value			Value (5)			
			South Extent	North Extent	Land Use	Unit Value	Segment Value	Stand-alone	Com-bine	Use	Pay- (5)	Escrow- (6)	Per Acre	Aggre- (7)	% ATF	% Total	
178616	17	9	3.165			\$150	\$545	0%	100%	desert	-25%	-10%	0%	\$101	\$320	67.5%	0.3%
178618	17	10	3.832			\$150	\$1,018	0%	100%	desert	-25%	-10%	0%	\$101	\$367	67.5%	0.3%
178617	17	11	6.738			\$150	\$1,570	0%	100%	desert	-25%	-10%	0%	\$101	\$1,060	67.5%	0.9%
178618	17	12	10.468			\$150	\$89	0%	100%	desert	-25%	-10%	0%	\$101	\$39	67.5%	0.0%
178619	17	14	0.389			\$150	\$227	0%	100%	desert	-25%	-10%	0%	\$101	\$168	67.5%	0.1%
178620	18	1	1.515			\$150	\$3,071	0%	100%	desert	-25%	-10%	0%	\$101	\$2,033	67.5%	1.7%
178621	18	2	20.076			\$150	\$2,371	0%	100%	desert	-25%	-10%	0%	\$101	\$1,600	67.5%	1.4%
178622	18	3	15.807			\$150	\$1,483	0%	100%	desert	-25%	-10%	0%	\$101	\$717	67.5%	0.6%
178623	18	4	7.086			\$150	\$115	0%	100%	desert	-25%	-10%	0%	\$101	\$78	67.5%	0.1%
178624	18	5	8.884			\$150	\$898	0%	100%	desert	-25%	-10%	0%	\$101	\$460	67.5%	0.4%
178625	18	6	0.788			\$150	\$187	0%	100%	desert	-25%	-10%	0%	\$101	\$82	67.5%	0.1%
178626	18	8	4.442			\$150	\$789	0%	100%	desert	-25%	-10%	0%	\$101	\$339	67.5%	0.5%
178627	18	9	5.324			\$150	\$313	0%	100%	desert	-25%	-10%	0%	\$101	\$211	67.5%	0.2%
178628	18	10	2.084			\$150	\$438	0%	100%	desert	-25%	-10%	0%	\$101	\$257	67.5%	0.2%
178630	18	11	5.303			\$150	\$438	0%	100%	desert	-25%	-10%	0%	\$101	\$267	67.5%	0.2%
178631	18	12	2.837			\$150	\$578	0%	100%	desert	-25%	-10%	0%	\$101	\$387	67.5%	0.3%
178632	18	13	3.818			\$150	\$1,208	0%	100%	desert	-25%	-10%	0%	\$101	\$814	67.5%	0.7%
178633	18	14	8.097			\$250	\$827	0%	100%	range	-25%	-10%	0%	\$169	\$658	67.5%	0.6%
165987	1	2	6.898			\$250	\$2,288	0%	100%	range	-25%	-10%	0%	\$169	\$884	67.5%	0.9%
165989	1	3	9.558			\$250	\$2,300	0%	100%	range	-25%	-10%	0%	\$169	\$1,813	67.5%	1.4%
165990	1	4	9.201			\$250	\$399	0%	100%	range	-25%	-10%	0%	\$169	\$1,553	67.5%	1.3%
165991	1	5	1.474			\$250	\$2,583	0%	100%	range	-25%	-10%	0%	\$169	\$248	67.5%	0.2%
165992	1	6	10.331			\$250	\$1,471	0%	100%	range	-25%	-10%	0%	\$169	\$1,743	67.5%	1.5%
165993	1	7	10.331			\$250	\$596	0%	100%	range	-25%	-10%	0%	\$169	\$993	67.5%	0.9%
165994	1	8	5.882			\$250	\$2,698	0%	100%	range	-25%	-10%	0%	\$169	\$470	67.5%	0.4%
165995	1	9	2.784			\$250	\$2,368	0%	100%	range	-25%	-10%	0%	\$169	\$1,752	67.5%	1.5%
165996	1	10	10.382			\$250	\$1,295	0%	100%	range	-25%	-10%	0%	\$169	\$1,988	67.5%	1.4%
165997	1	11	9.470			\$250	\$14	0%	100%	range	-25%	-10%	0%	\$169	\$50	67.5%	0.0%
165998	1	12	5.178			\$250	\$1,214	0%	100%	range	-25%	-10%	0%	\$169	\$618	67.5%	0.0%
165999	1	13	0.295			\$250	\$1,281	0%	100%	range	-25%	-10%	0%	\$169	\$872	67.5%	0.7%
165999	1	14	0.055			\$250	\$2,162	0%	100%	range	-25%	-10%	0%	\$169	\$1,453	67.5%	1.2%
165999	1	15	4.854			\$250	\$2,588	0%	100%	range	-25%	-10%	0%	\$169	\$395	67.5%	0.3%
165999	1	2	1.63			\$250	\$1,578	0%	100%	range	-25%	-10%	0%	\$169	\$1,732	67.5%	1.8%
165999	1	3	10.282			\$250	\$840	0%	100%	range	-25%	-10%	0%	\$169	\$1,132	67.5%	1.0%
165999	1	4	6.710			\$250	\$861	0%	100%	range	-25%	-10%	0%	\$169	\$587	67.5%	0.6%
165999	1	5	3.359			\$250	\$2,888	0%	100%	range	-25%	-10%	0%	\$169	\$381	67.5%	0.5%
165999	1	6	3.443			\$250	\$1,630	0%	100%	range	-25%	-10%	0%	\$169	\$1,747	67.5%	1.5%
165999	1	7	10.383			\$250	\$2,643	0%	100%	range	-25%	-10%	0%	\$169	\$1,784	67.5%	1.5%
165999	1	8	10.572			\$250	\$5,043	0%	100%	range	-25%	-10%	0%	\$169	\$3,404	67.5%	2.9%
165999	1	10	20.171														

EXH. B. 7 5

SPTCo. CA V-114; Reps ID # 14588

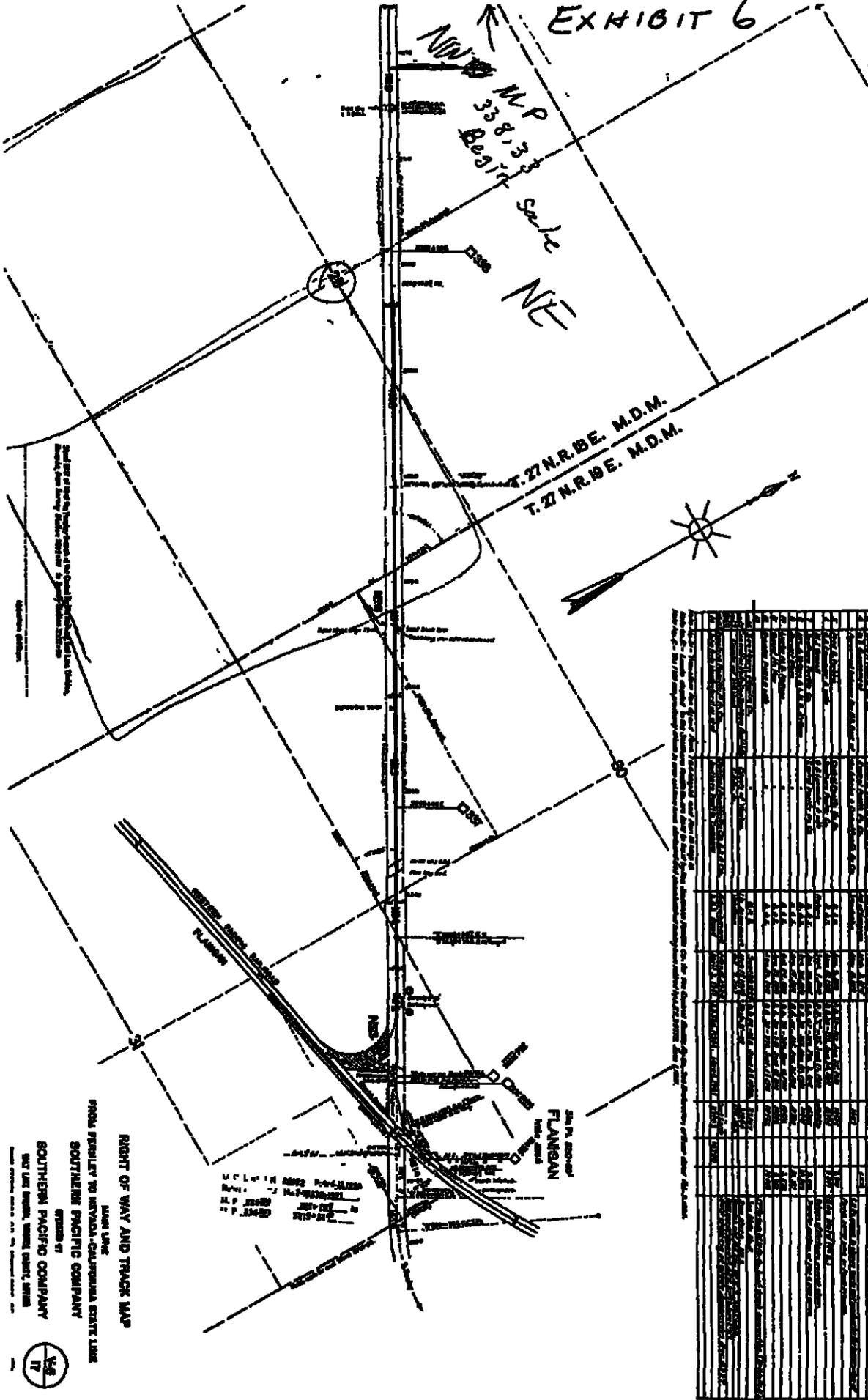
Property Description (1)	Value Segment (2)	Across the Fence (3)	Non-Corridor Right-of-Way and Best Use (4)	Adjustments to Across the Fence Value (5)	Value (6)	Value (7)
165828 2 12 2.175	California - Nevada state line	\$250	0%	-25%	\$189	\$307
165824 3 1 4.866		\$250	0%	-10%	\$189	\$825
165826 3 2 10.408		\$250	0%	-10%	\$189	\$1,758
165828 3 3 2.066		\$250	0%	-10%	\$189	\$347
165828 3 4 8.738		\$250	0%	-10%	\$189	\$1,474
165828 3 5 10.263		\$250	0%	-10%	\$189	\$1,732
165828 3 6 0.226		\$250	0%	-10%	\$189	\$38
165830 3 7 8.644		\$250	0%	-10%	\$189	\$0
165832 3 8 5.151		\$250	0%	-10%	\$189	\$889
165832 3 9 16.508		\$250	0%	-10%	\$189	\$2,788
165833 4 1 5.284	\$250	0%	-10%	\$189	\$382	
165834 4 2 12.141	\$250	0%	-10%	\$189	\$2,049	
165836 4 3 8.643	\$250	0%	-10%	\$189	\$1,287	
165836 4 4 11.777	\$250	0%	-10%	\$189	\$1,287	
165837 4 5 8.264	\$250	0%	-10%	\$189	\$1,489	
165838 4 6 14.894	\$250	0%	-10%	\$189	\$1,288	
165839 4 7 1.353	\$250	0%	-10%	\$189	\$2,480	
165840 4 8 7.010	\$250	0%	-10%	\$189	\$1,183	
165841 4 9 4.408	\$250	0%	-10%	\$189	\$744	
165842 4 10 3.014	\$250	0%	-10%	\$189	\$609	
165843 4 11 3.076	\$250	0%	-10%	\$189	\$319	
165844 4 12 2.168	\$250	0%	-10%	\$189	\$398	
165846 4 13 2.710	\$250	0%	-10%	\$189	\$467	
165847 4 14 5.871	\$250	0%	-10%	\$189	\$881	
165847 4 15 8.850	\$250	0%	-10%	\$189	\$950	
165848 4 16 0.909	\$250	0%	-10%	\$189	\$153	
165849 4 17 4.489	\$250	0%	-10%	\$189	\$0	
165850 5 1 8.642	\$3,500	25%	0%	\$0	\$0	
165851 5 2 4.086	\$3,500	25%	0%	\$0	\$5,272	
165852 5 3 6.420	\$3,500	25%	0%	\$0	\$3,985	
165853 5 4 3.974	\$3,500	25%	0%	\$0	\$3,129	
165854 5 5 8.882	\$3,500	25%	0%	\$0	\$11,179	
165855 5 6 0.117	\$3,500	25%	0%	\$0	\$0	
165859 5 7 4.348	\$3,500	25%	0%	\$0	\$0	
167100 5 8 18.160	\$3,000	10%	-10%	\$0	\$0	
167101 5 9 5.000	\$3,000	10%	-10%	\$0	\$9,248	
167102 5 10 12.770	\$3,000	10%	-10%	\$0	\$1,860	
167103 5 11 3.000	\$3,000	10%	-10%	\$0	\$0	
167104 5 12 3.080	\$3,000	10%	-10%	\$0	\$8,076	
Total		\$986		-67.5%	\$216	\$116,670

(1) Description and land area per Ledger Value data
 (2) Value Segments using across the fence land use per aerial photos and previous field inspections.
 (3) Highest and best use for non-corridor real estate development(s) Percentage of value segment.
 (4) stand-alone = no adjustment combine = 1/4 (25%) to 1/3rd (33%) adjustment
 (5) access, topography, shape etc.
 (6) external influences, + = positive demand/draw factors, - = negative demand/draw factors.
 (7) Assumes marketable equivalent title, no impacts from environmental corridors
 (8) Non-Corridor Value (STR Standard)

Note - mineral extraction and geothermal business interests are active in the immediate areal region. No consideration given to whether or how mineral rights impact land value. Grey-blocked parcels denote control by less than fee interest.

EXHIBIT 6

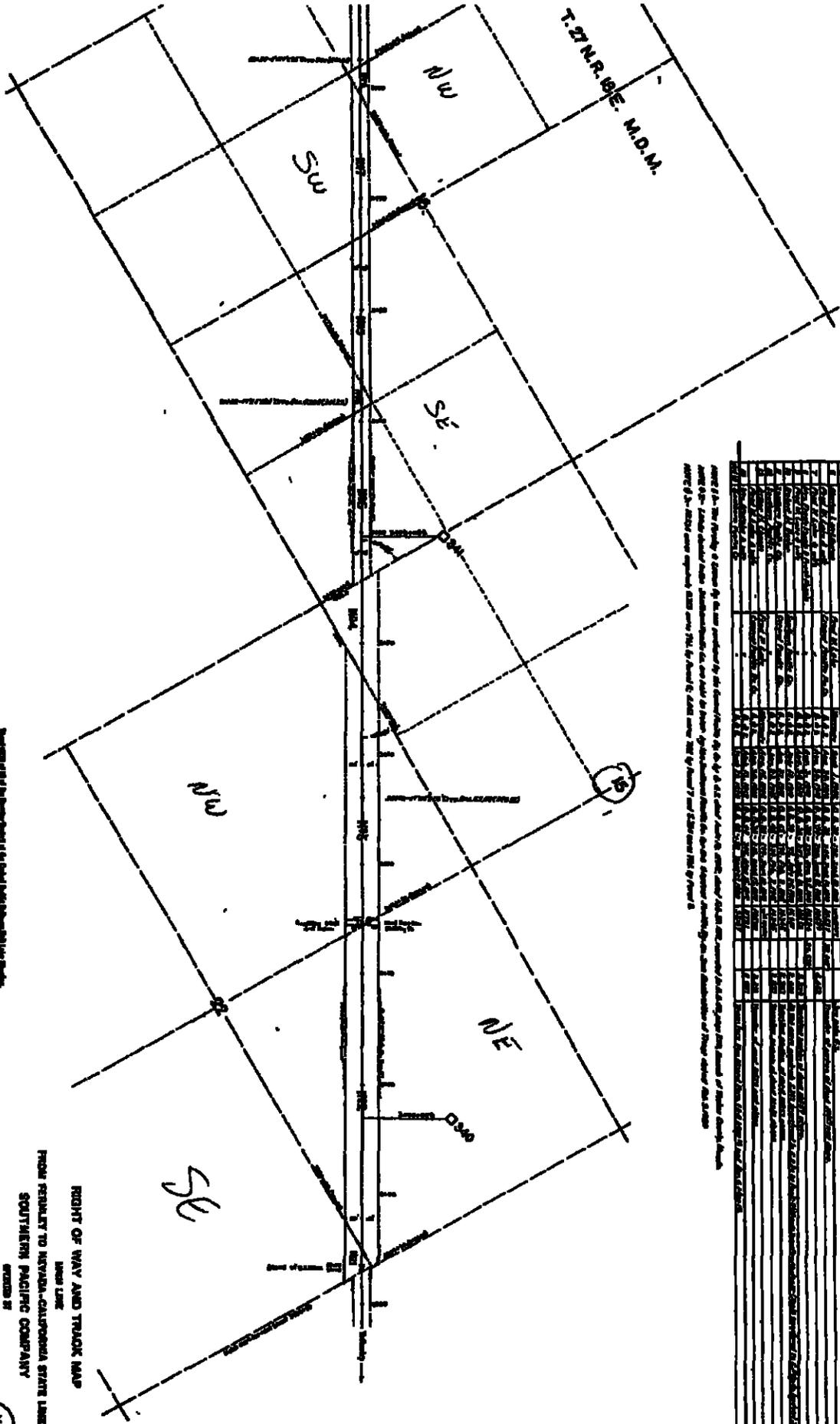
Approved by the Board of Directors of the Southern Railway System, Inc. on the 15th day of August, 1917. Approved by the Board of Directors of the Southern Railway System, Inc. on the 15th day of August, 1917. Approved by the Board of Directors of the Southern Railway System, Inc. on the 15th day of August, 1917.



NO.	DESCRIPTION	QUANTITY	UNIT	AMOUNT	REMARKS
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RIGHT OF WAY AND TRACK MAP
 MAIN LINE
 FROM TOMBALL TO NEWTON-CALIFORNIA STATE LINE
 SOUTHERN PACIFIC COMPANY
 DIVISION OF
 SOUTHERN PACIFIC COMPANY
 SAN LEAN, TEXAS, UNITED STATES AMERICA
 DRAWN BY: [Name]
 DATE: [Date]





T. 27 N. R. 10 E. M. D. M.

STATE OF CALIFORNIA

COUNTY OF CALIFORNIA

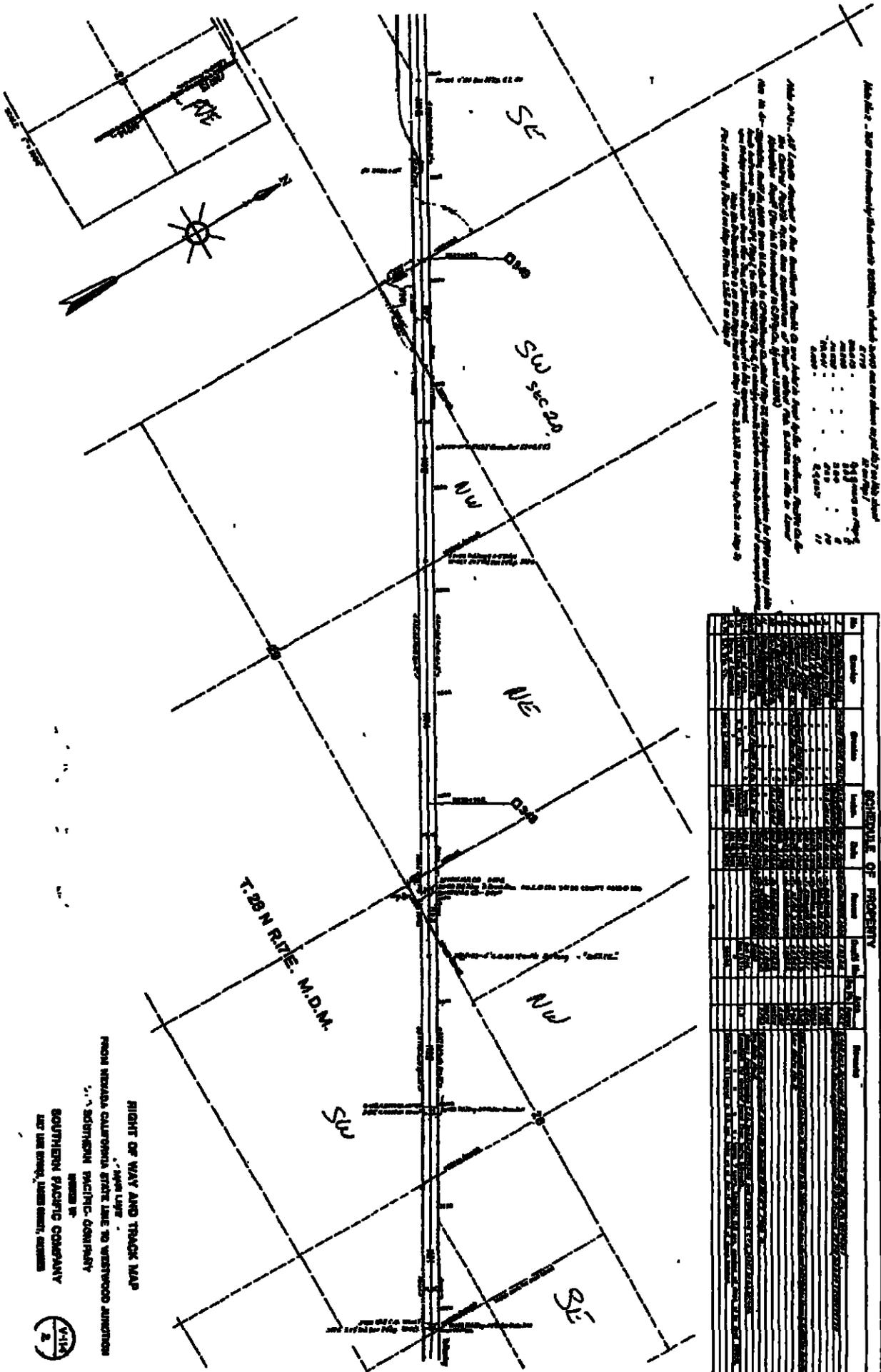
SECTION 15

T. 27 N. R. 10 E. M. D. M.

LINE	BEARING	DISTANCE	AREA	REMARKS
1	N 0° 00' 00" E	100.00	100.00	...
2	S 0° 00' 00" E	100.00	100.00	...
3	N 0° 00' 00" E	100.00	100.00	...
4	S 0° 00' 00" E	100.00	100.00	...
5	N 0° 00' 00" E	100.00	100.00	...
6	S 0° 00' 00" E	100.00	100.00	...
7	N 0° 00' 00" E	100.00	100.00	...
8	S 0° 00' 00" E	100.00	100.00	...
9	N 0° 00' 00" E	100.00	100.00	...
10	S 0° 00' 00" E	100.00	100.00	...
11	N 0° 00' 00" E	100.00	100.00	...
12	S 0° 00' 00" E	100.00	100.00	...
13	N 0° 00' 00" E	100.00	100.00	...
14	S 0° 00' 00" E	100.00	100.00	...
15	N 0° 00' 00" E	100.00	100.00	...
16	S 0° 00' 00" E	100.00	100.00	...
17	N 0° 00' 00" E	100.00	100.00	...
18	S 0° 00' 00" E	100.00	100.00	...
19	N 0° 00' 00" E	100.00	100.00	...
20	S 0° 00' 00" E	100.00	100.00	...
21	N 0° 00' 00" E	100.00	100.00	...
22	S 0° 00' 00" E	100.00	100.00	...
23	N 0° 00' 00" E	100.00	100.00	...
24	S 0° 00' 00" E	100.00	100.00	...
25	N 0° 00' 00" E	100.00	100.00	...
26	S 0° 00' 00" E	100.00	100.00	...
27	N 0° 00' 00" E	100.00	100.00	...
28	S 0° 00' 00" E	100.00	100.00	...
29	N 0° 00' 00" E	100.00	100.00	...
30	S 0° 00' 00" E	100.00	100.00	...

RIGHT OF WAY AND TRACK MAP
 FROM PENALTY TO NEVADA-CALIFORNIA STATE LINE
 MADE BY
 SOUTHERN PACIFIC COMPANY
 SOUTHERN PACIFIC COMPANY
 1915





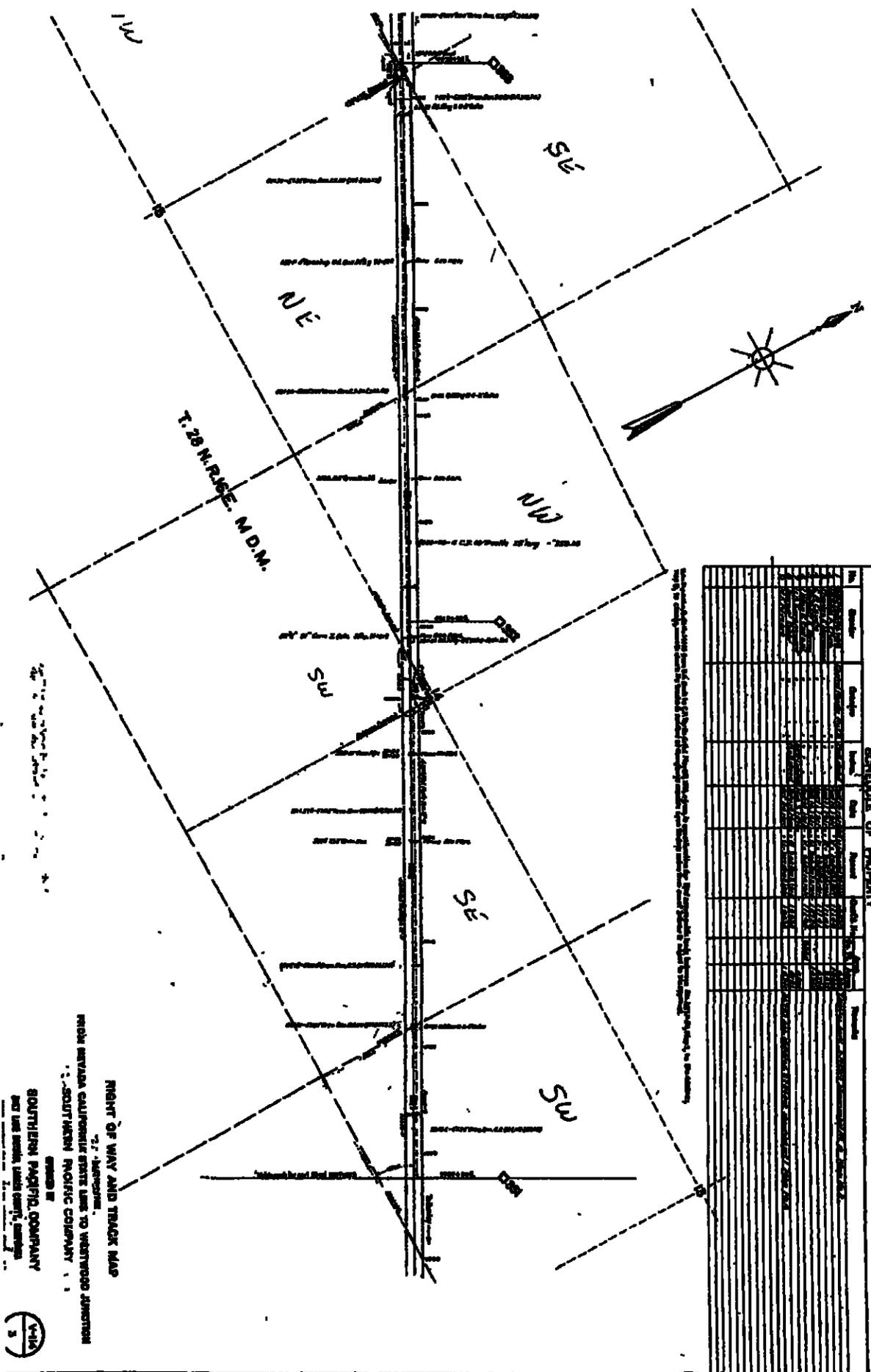
Map No. 2. 200 feet wide right-of-way and track map for the Nevada-California State Line to Westwood Junction. The map shows the location of the right-of-way and track map for the Nevada-California State Line to Westwood Junction. The map is drawn to scale and is intended to show the location of the right-of-way and track map for the Nevada-California State Line to Westwood Junction. The map is drawn to scale and is intended to show the location of the right-of-way and track map for the Nevada-California State Line to Westwood Junction.

SCHEDULE OF PROPERTY

No.	Section	Subsection	Acres	Value	Remarks
1	SW 1/4 Sec 20		1.25		
2	SW 1/4 Sec 20		1.25		
3	SW 1/4 Sec 20		1.25		
4	SW 1/4 Sec 20		1.25		
5	SW 1/4 Sec 20		1.25		
6	SW 1/4 Sec 20		1.25		
7	SW 1/4 Sec 20		1.25		
8	SW 1/4 Sec 20		1.25		
9	SW 1/4 Sec 20		1.25		
10	SW 1/4 Sec 20		1.25		
11	SW 1/4 Sec 20		1.25		
12	SW 1/4 Sec 20		1.25		
13	SW 1/4 Sec 20		1.25		
14	SW 1/4 Sec 20		1.25		
15	SW 1/4 Sec 20		1.25		
16	SW 1/4 Sec 20		1.25		
17	SW 1/4 Sec 20		1.25		
18	SW 1/4 Sec 20		1.25		
19	SW 1/4 Sec 20		1.25		
20	SW 1/4 Sec 20		1.25		
21	SW 1/4 Sec 20		1.25		
22	SW 1/4 Sec 20		1.25		
23	SW 1/4 Sec 20		1.25		
24	SW 1/4 Sec 20		1.25		
25	SW 1/4 Sec 20		1.25		
26	SW 1/4 Sec 20		1.25		
27	SW 1/4 Sec 20		1.25		
28	SW 1/4 Sec 20		1.25		
29	SW 1/4 Sec 20		1.25		
30	SW 1/4 Sec 20		1.25		
31	SW 1/4 Sec 20		1.25		
32	SW 1/4 Sec 20		1.25		
33	SW 1/4 Sec 20		1.25		
34	SW 1/4 Sec 20		1.25		
35	SW 1/4 Sec 20		1.25		
36	SW 1/4 Sec 20		1.25		
37	SW 1/4 Sec 20		1.25		
38	SW 1/4 Sec 20		1.25		
39	SW 1/4 Sec 20		1.25		
40	SW 1/4 Sec 20		1.25		
41	SW 1/4 Sec 20		1.25		
42	SW 1/4 Sec 20		1.25		
43	SW 1/4 Sec 20		1.25		
44	SW 1/4 Sec 20		1.25		
45	SW 1/4 Sec 20		1.25		
46	SW 1/4 Sec 20		1.25		
47	SW 1/4 Sec 20		1.25		
48	SW 1/4 Sec 20		1.25		
49	SW 1/4 Sec 20		1.25		
50	SW 1/4 Sec 20		1.25		

RIGHT OF WAY AND TRACK MAP
 FROM NEVADA-CALIFORNIA STATE LINE TO WESTWOOD JUNCTION
 DRAWN BY
 SOUTHERN PACIFIC COMPANY
 SAN FRANCISCO, CALIFORNIA



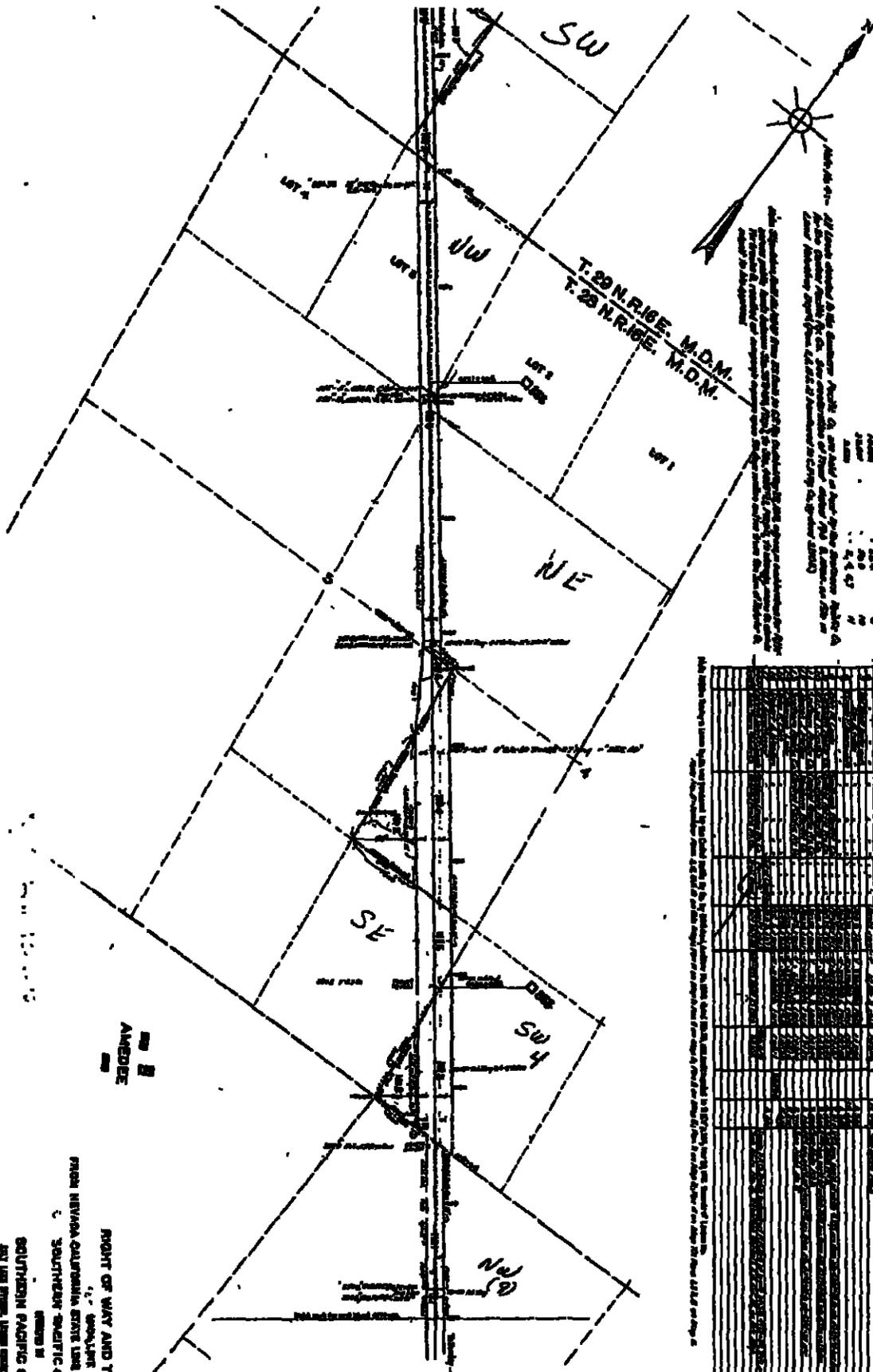


SCHEDULE OF PROPERTY

No.	Block	Section	Level	Area	Bound	North	South	East	West
1									
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RIGHT OF WAY AND TRACK MAP
 FROM SEVADA CALIFORNIA STATE LANS TO WOODWARD JUNCTION
 SOUTHERN PACIFIC COMPANY
 AND LAND SEVADA LAND CO. CO. CO.





Add'l. 2 - 200 feet square of light duty...
 Add'l. 3 - 200 feet square of light duty...
 Add'l. 4 - 200 feet square of light duty...
 Add'l. 5 - 200 feet square of light duty...
 Add'l. 6 - 200 feet square of light duty...
 Add'l. 7 - 200 feet square of light duty...
 Add'l. 8 - 200 feet square of light duty...
 Add'l. 9 - 200 feet square of light duty...
 Add'l. 10 - 200 feet square of light duty...
 Add'l. 11 - 200 feet square of light duty...
 Add'l. 12 - 200 feet square of light duty...
 Add'l. 13 - 200 feet square of light duty...
 Add'l. 14 - 200 feet square of light duty...
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 Add'l. 18 - 200 feet square of light duty...
 Add'l. 19 - 200 feet square of light duty...
 Add'l. 20 - 200 feet square of light duty...

T. 29 N. R. 16 E. M. D. M.
 T. 28 N. R. 16 E. M. D. M.

SCHEDULE OF PROPERTY

No.	Section	Subdiv.	Acres	Value	Remarks
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FRONT OF WAY AND TRACK MAP
 FROM NEVADA CALIFORNIA STATE LINE TO WESTWARD JUNCTION
 SOUTHERN PACIFIC COMPANY
 1912



Map No. 1 - Map and accompanying sheets of the proposed line of the Southern California State Railway Company, from the point of origin to the point of destination, as shown on the accompanying sheets.

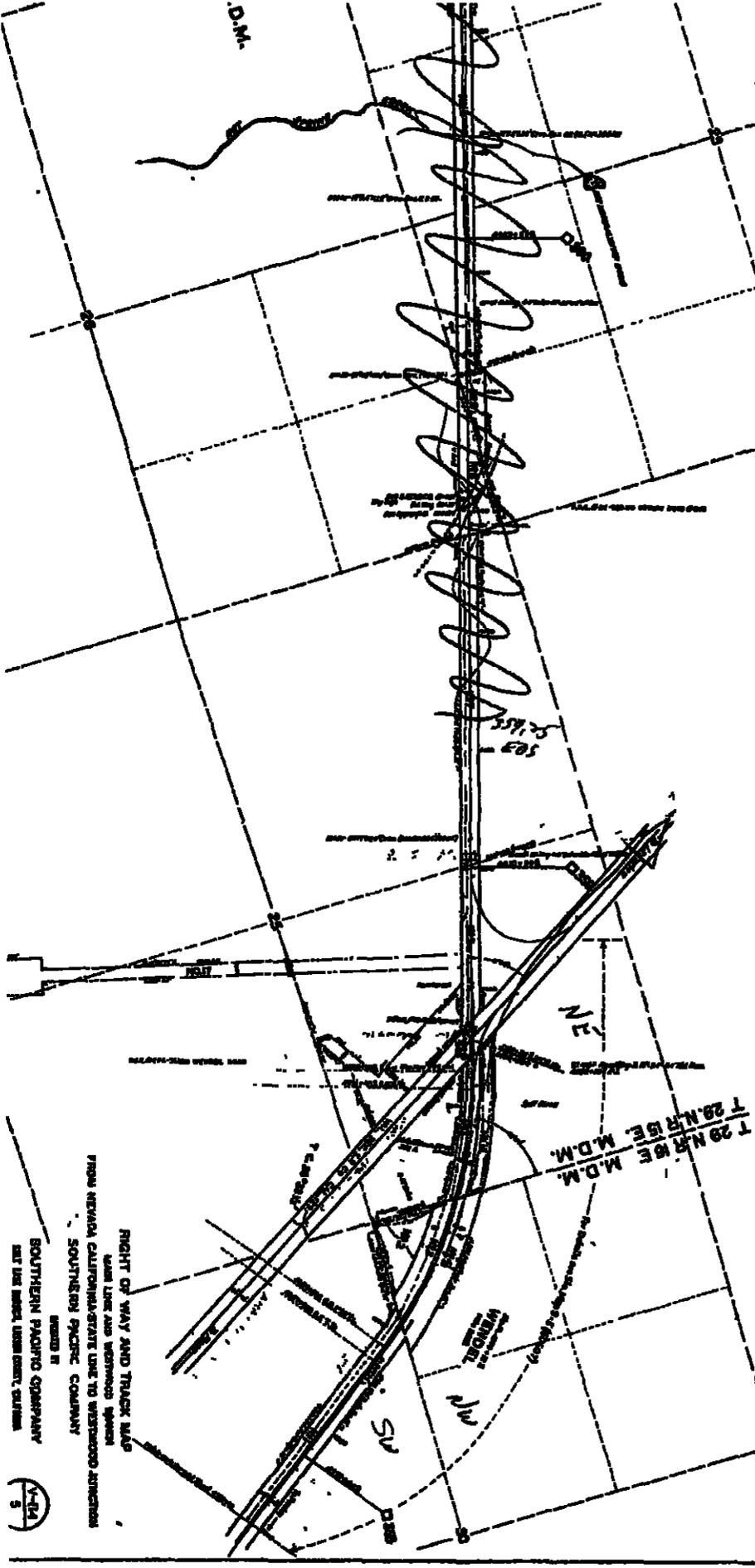
Scale	1" = 100'
Sheet	1 of 1
Year	1908
Author	U.S. GEOLOGICAL SURVEY
Editor	W. M. GOWENLOCK
Printer	U.S. GEOLOGICAL SURVEY

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SCHEDULE OF PROPERTY

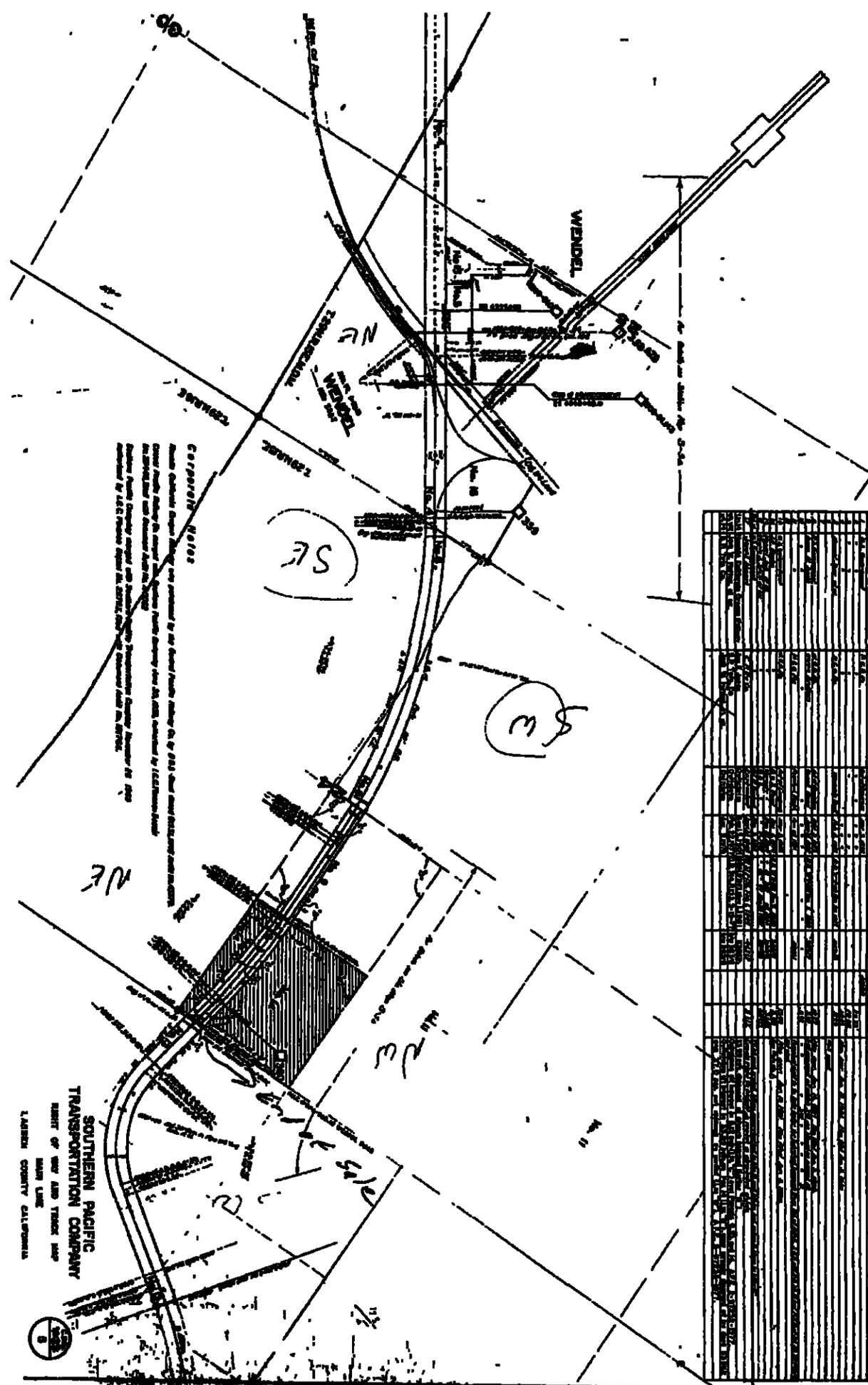
No.	Section	Location	Area	Value	Remarks
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RIGHT OF WAY AND TRACK MAP
 MAIN LINE AND BRANCH SPURS
 FROM NORTHERN CALIFORNIA-STATE LINE TO WESTWOOD JUNCTION
 SOUTHERN PACIFIC COMPANY
 DRAWN BY
 SOUTHERN PACIFIC COMPANY
 SAN FRANCISCO, CALIFORNIA



Plan of proposed new main line and branch line of Southern Railway Company, showing the location of the proposed main line and branch line, and the location of the existing main line and branch line.



**SOUTHERN PACIFIC
TRANSPORTATION COMPANY**
 REPORT OF NEW AND TRUCK LINES
 MAIN LINE
 LAMAR COUNTY, CALIFORNIA

