

SIDLEY AUSTIN LLP
SIDLEY

SIDLEY AUSTIN LLP
1501 K STREET N W
WASHINGTON D C 20005
(202) 736 8198
(202) 736 8711 FAX

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thynes@sidley.com

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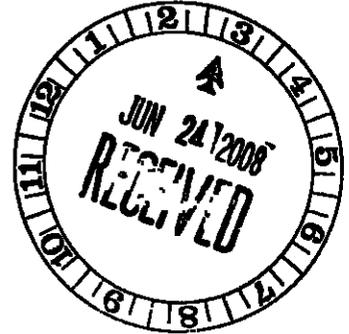
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June 24, 2008

By Hand Delivery

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

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Re **Central Oregon & Pacific Railroad, Inc., AB-515 (Sub-No. 2) –
Combined Environmental and Historic Report**

Dear Secretary Quinlan

Pursuant to 49 C.F.R. §§ 1105.7, 1105.8, and 1152.20(c), enclosed for filing are an original and ten copies of the Central Oregon & Pacific Railroad, Inc.'s ("CORP") Combined Environmental and Historic Report in the above-referenced case. CORP expects to file an Application in this proceeding to abandon and/or discontinue service on the Coos Bay Subdivision on or about July 14, 2008.

If you have any questions about this filing, please contact me

Very truly yours,

Terence M. Hynes

TMH:aat
Enclosures

COMBINED ENVIRONMENTAL AND HISTORIC REPORT
(49 C F R 1105 7 and 1105 8)

Docket No AB-515 (Sub-No 2)

CENTRAL OREGON & PACIFIC RAILROAD, INC -- ABANDONMENT AND
DISCONTINUANCE—IN COOS, DOUGLAS AND LANE COUNTIES, OR
(COQUILLE TO VAUGHN)



Dated June 24, 2008

ENVIRONMENTAL REPORT

(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.

The Central Oregon & Pacific Railroad, Inc ("CORP") will file an abandonment application seeking authority to abandon and discontinue service over approximately 119.5 miles of its Coos Bay Subdivision in Coos, Douglas and Lane Counties, OR.

The Application will seek authority to abandon the portions of the Coos Bay Subdivision that are owned by CORP, namely the Coos Bay Branch between Milepost 669.0 near Vaughn, OR and Milepost 763.13 near Cordes, OR, a distance of 94.13 miles in Coos, Douglas and Lane Counties, OR (the "Abandonment Line"). The portion of the line proposed for abandonment includes the stations of Richardson (MP 685.0), Swisshome (MP 697.1), Suislaw (MP 697.8), Tide (MP 699.2), Mapleton (MP 705.3), Beck (MP 709.0), Wendson (MP 715.0), Cushman (MP 716.0), Canary (MP 721.3), Kroll (MP 732.8), Gardiner Junction (MP 738.8), Reedsport (MP 740.4), Lakeside (MP 752.1), Hauser (MP 759.3), and Cordes (MP 763.0).

The Application also will seek authority to discontinue service over the portions of the Coos Bay Subdivision that are leased by CORP, including (1) the Coquille Branch extending between Milepost 763.13 near Cordes, OR and Milepost 786.5 near Coquille, OR, a distance of

23 37 miles in Coos County, OR, which is leased from Union Pacific Railroad Company ("UP"), and (2) the LPN Branch extending between CORP Milepost 738 8 and LPN Branch Milepost 2 0, a distance of 2 0 miles in Douglas County, OR, which is leased from Longview, Portland & Northern Railway Company ("LPN") (collectively, the "Discontinuance Line")¹ The Coquille Branch includes the stations of North Bend (MP 765 6), Coos Bay (MP 768 9), McCormac (MP 770 5), Hayden (MP 773 1), Chrome (MP 781 2), and Coquille (MP 785 6) The LPN Branch includes the station of Gardiner Junction (MP 738 8)

CORP embargoed the Line on September 21, 2007 due to serious safety concerns with three tunnels on the Line The Line was properly embargoed under Embargo Number CORP000107, issued pursuant to the AAR Embargo and Permit System

Upon receipt of abandonment and discontinuance of service authority, CORP's common carrier obligation to operate over the Line will terminate Unless the Abandonment Line is acquired pursuant to the feeder line statute (49 U S C § 10907 and 49 C F R § 1151), the offer of financial assistance procedures (49 U S C § 10904 and 49 C F R § 1152 27) or for trail use (16 U S C § 1247(d) and 49 C F R § 1152 29), CORP will salvage the track and materials on the Abandonment Line and dispose of the underlying real estate CORP will also discontinue rail service over the Discontinuance Lines The future use and disposition of the Discontinuance Lines will be the responsibility of the owners of those lines

The only alternative to the proposed abandonment and discontinuance of service would be for CORP to continue to operate the Line Traffic on the Line has declined significantly in recent years CORP handled 7,574 cars on the Line during 2003 However, in 2004, a major shipper on the Line (Weyerhaeuser Corporation) ceased operations at its paper manufacturing

¹ The Abandonment Line and the Discontinuance Line are referred to collectively hereinafter as the "Line "

facility at Cordes, OR. As a result, traffic on the Line declined to 5,408 cars in 2004, 5,193 cars in 2005, 5,363 cars in 2006 and 4,018 cars in 2007 (prior to the embargo). The Line suffers a substantial avoidable loss, incurs significant opportunity costs, and would require a major capital investment to repair the tunnels and rehabilitate the Line for safe operations. Even prior to the embargo, the level of traffic on the Line did not justify the ongoing cost of operating and maintaining the Line (much less the extraordinary expense of repairing the tunnels). Nor has the revenue from the Line provided CORP a reasonable return on its investment in the Line. Making the further capital investment required to repair the tunnels and restore service on the Line would not be a prudent use of carrier resources.

A map of the proposed abandonment and discontinuance of service is attached hereto as Exhibit 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.

There has been no rail passenger service over the Line in decades, so the proposed abandonment and discontinuance of service will not have any impact on passengers. The volume of freight traffic on the Line has varied over the last several years. Table 1 shows the total number of loaded rail cars that moved over the Line during each of the last three years.

TABLE 1
Loaded Cars Moving On The Line

<u>Year</u>	<u>Loaded Cars</u>
2005	5,193 carloads
2006	5,363 carloads
2007	4,018 carloads

CORP will base its estimate of the environmental impact of the proposed abandonment on the traffic that moved over the Line between September 2006 and August 2007—the twelve-

month period before the line was embargoed (the “Base Year”) A total of 4,707 loaded rail cars moved over the Line during the Base Year Table 2 provides information regarding the traffic that moved over the Line during the Base Year, including the commodities and the stations at which the traffic originated (or terminated)

TABLE 2
Traffic Moving on the Line in the Base Year²

Station	Commodity	Cars Originated	Cars Terminated
Reedsport	Scrap iron & steel, Iron rails, beams, and girders	83	11
Hauser	Lumber and Forest products, Gypsum board and paneling	74	2
North Bend	Propane and liquified petroleum	53	6
Coos Bay	Lumber and Forest products, Shelled Corn, Gypsum board and paneling	2966	299
McCormac	Lumber and Forest products	0	6
Coquille	Lumber and Forest Products, Assorted Other Commodities	991	78

To be conservative, CORP assumes for purposes of this analysis that all of the traffic that previously moved over the Line would be diverted to other modes, and that the volume of such traffic would be equal to the volume handled over the Line in the Base Year CORP cannot determine with precision whether all of the traffic would be diverted to truck, or whether some might be diverted to water carriage Given the commodities involved (predominantly forest products) and the proximity of certain key traffic origins to the Port of Coos Bay, water transportation may be a viable option for some shippers Nevertheless, CORP takes a

² Because of incomplete data, Table 2 does not include all the 4,707 carloads that moved over the Line during the Base Year

conservative approach and bases this analysis on the assumption that all of the rail traffic previously handled by CORP would be diverted to truck

According to the Oregon Department of Transportation mileage calculator ("ORDOT MC"), the highway distance from Coos Bay to the nearest railroad transload facility (at Roseburg, OR) is 95 miles. However, CORP has observed that a substantial portion of traffic is currently being transloaded at Eugene, OR, a distance of 116 miles from Coos Bay. Consistent with its conservative approach, CORP assumes for purposes of this analysis that all rail traffic would move over the road to/from a transload facility at Eugene, OR. For simplification, CORP assumes that all rail traffic originates at Coos Bay. As Table 2 demonstrates, approximately two-thirds of all of the traffic on the Line originated or terminated at Coos Bay. While some stations on the Line (such as Reedsport and Hauser) are closer to Eugene than Coos Bay, while other stations on the Line (such as Coquille) are farther from Eugene than Coos Bay, Coos Bay is a logical and conservative origin point for purposes of this analysis.

Traffic moving by truck between Coos Bay and Eugene (or points in between) would traverse US Highway 101 and/or Oregon Highway 126. Based upon annual diversion of 4,707 carloads of rail traffic, and a conversion ratio of four trucks per rail car as used by SEA in prior proceedings (*see e.g., San Joaquin Valley Railroad Company - Abandonment Exemption - in Tulare County, CA*, STB Docket No. AB-398 (Sub-No. 8X), Environmental Assessment served April 28, 2008, at 2) the proposed abandonment and discontinuance would result in an increase of approximately 18,828 truckloads per year moving over those highways.

Even these conservative estimates (which likely overstate the actual increase in truck volume) would have minimal impact on highway traffic. Using 2006 traffic volumes from the Oregon Department of Transportation, the lowest-volume segment of the highway route between

Coos Bay and Eugene is on U S Highway 101 at the Lane-Douglas County line, which has average traffic of 4,000 vehicles per day (approximately 1,460,000 per year) See Oregon Department of Transportation, 2006 Traffic Volume on State Highways, at 48, available at http://www.oregon.gov/ODOI/ID/IDATA/tsm/docs/2006_TVT.pdf An increase of 18,828 truckloads represents only a 1.3% increase in annual traffic

(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 affects 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

(i) CORP considers the proposed abandonment and discontinuance of service to be not inconsistent with existing land use plans The land adjoining the Line is mainly rural in character CORP contacted Coos, Douglas and Lane Counties, OR, and the cities of Coquille, Coos Bay, North Bend, Lakeside, Reedsport and Florence, OR, by letters dated June 24, 2008 See Exhibit 2 As of this date, no response has been received from those government entities A copy of this Environmental Report has been mailed to the appropriate local and state agencies for their information and further comment

(ii) CORP notified the United States Department of Agriculture ("USDA") Natural Resources Conservation Service (the agency succeeding to the responsibilities of the Soil Conservation Service) of the proposed abandonment and discontinuance of service by letter dated June 24, 2008, and requested assistance in identifying any potential effects on prime agricultural land See Exhibit 2 No response has been received from USDA to date A copy of this Environmental Report is being provided to USDA for its information and further comment

(iii) The Line does pass through the Oregon Coastal Zone. CORP notified the Oregon Department of Land Conservation and Development ("ORDLCD") of the proposed abandonment and discontinuance of service by letter dated June 24, 2008, and requested assistance in identifying any potential effects on the Oregon Coastal Zone. See Exhibit 2. No response has been received to date. A copy of this Environmental Report is being provided to the ORDLCD for its information and further comment. CORP is willing to adapt its salvage plan for the Line as necessary to comply with the Oregon Coastal Management Program. CORP intends to salvage the Line, but CORP will not develop any of its underlying right-of-way. CORP will comply with any consistency certification necessary under governing law.

(iv) CORP does not believe that the right-of-way is suitable for public use. There is little or no likelihood that the rail corridor is needed for a transit or highway corridor. The right-of-way could be used for a unique land and water based recreational trail.

(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.

(i) The proposed abandonment and discontinuance of service will have no effect on the transportation of energy resources. Forest products account for more than 95% of the rail traffic on the Line, and the Line does not handle any coal traffic.

(ii) The proposed abandonment and discontinuance of service will not have a material effect on the transportation of recyclable commodities. The only recyclable commodities that moved over the Line during the Base Year consisted of 40 cars of scrap metal.

(iii) If the traffic that previously moved over the Line is diverted to truck, the proposed abandonment and discontinuance of service will result in an increase in energy usage, because trucks are generally less fuel efficient than railroads

(iv) If the traffic that previously moved over the Line is diverted to truck, the proposed abandonment and discontinuance of service will result in the diversion of more than 1,000 rail carloads per year to motor carriage. The increased energy consumption is estimated to be 516,351 gallons of diesel fuel. The data and calculations used to arrive at this result are based on trucks operating one way loaded with 100% empty return, and fuel consumption for loaded and empty trucks of 4.5 and 6.5 miles per gallon, respectively. *Norfolk Southern Railway Company-Discontinuance of Service Exemption in Stanly County, North Carolina*, STB Docket No. AB-290 (Sub-No. 254X), *Yadkin Railroad Company-Discontinuance of Service Exemption-in Stanly County, North Carolina*, STB Docket No. AB-290 (Sub-No. 274X), *Winston-Salem Southbound Railway Company- Discontinuance of Service Exemption-in Stanly County, North Carolina*, STB Docket No. AB-149 (Sub-No. 2X) (STB served June 12, 2006). Environmental Assessment at 4. However, because the vast majority of the traffic moved over the Line consists of lumber and other forest products, including inter-plant shipments for certain customers, it is likely that a significant number of truck shipments could be aligned in two-way movements (thereby reducing the number of empty return movements).

Based upon the foregoing conservative assumptions, the 4,707 rail carloads from the base year would be diverted to 18,828 loaded trucks and 18,828 empty trucks. The loaded trucks would consume 485,344 gallons based on 18,828 truckloads times 116 miles divided by 4.5 miles per gallon. The empty trucks would consume 336,007 gallons based on 18,828 truckloads

times 116 miles divided by 6.5 miles per gallon. The total fuel to be consumed in trucking the traffic from the Line to Eugene would be 821,351 gallons of diesel fuel.

CORP consumed approximately 305,000 gallons of diesel fuel in the base year handling the 4,707 carloads on the Line. The difference between the fuel consumed by CORP and to be consumed by trucks would be an additional 516,351 gallons of diesel fuel.

(5) Air. (i) If the proposed action will result in either (A) An increase in rail traffic of at least 100 percent (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 percent (measured by carload activity), or (C) an average increase in truck traffic of more than 10 percent 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 sub-section (5)(i)(A) will apply. (ii) If the proposed action affects a class I or nonattainment area under the Clean Air Act, and will result in either (A) an increase in rail traffic of at least 50 percent (measured in gross ton miles annually) or an increase of at least three trains a day on any segment of rail line, (B) an increase in rail yard activity of at least 20 percent (measured by carload activity), or (C) an average increase in truck traffic of more than 10 percent 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. (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.

(i) The proposed abandonment and discontinuance of service is likely to result in an increase of more than 50 vehicles a day on certain road segments, including US Highway 101 and/or Oregon State Highway 126. The estimated 18,828 additional loaded trucks, operating six days a week translates to approximately 60 trucks per day, or approximately 2.5 trucks per hour. Conservatively including 18,828 empty trucks as well would produce total additional highway traffic of 120 trucks per day, or 5 per hour. Because of the generally rural nature of the area that would be affected by additional truck traffic, CORP believes that any increase in emissions over

those emissions currently resulting from railroad operations would be within the parameters established by the State Implementation Plan. Any air emissions associated with salvage operations would be temporary and would not have a significant impact on air quality.

(ii) The Line proposed for abandonment and discontinuance of service is not in a nonattainment area. The Environmental Protection Agency does not list any geographic area in which the Line is located as a nonattainment area for 1-Hour Ozone, 8-Hour Ozone, Carbon Monoxide, Nitrogen Dioxide, Sulfur Dioxide, Particulate Matter PM-10, Particulate Matter PM-2.5 or Lead. The counties of Coos, Douglas and Lane each are currently listed as attainment areas for all priority pollutants. In any event, because of the generally rural nature of the area that would be affected by additional truck traffic, CORP believes that any increase in emissions over those emissions currently resulting from railroad operations will be within the parameters established by the State Implementation Plan. CORP contacted the Oregon Department of Environmental Quality ("ORDEQ") and the United States Environmental Protection Agency ("USEPA") by letters dated June 24, 2008. See Exhibit 2. To date, no response has been received. A copy of this Environmental Report has been supplied to the ORDEQ and USEPA for their information and comment.

(iii) The proposed abandonment and discontinuance of service will not affect the transportation of ozone depleting materials, because the traffic handled by CORP on the Line does not include such commodities.

(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.

CORP has considered noise impacts associated with the potential increase in truck traffic on affected road segments, including US Highway 101 and/or Oregon State Highway 126. The Board considers noise impacts to be potentially significant only where noise levels would increase by at least 3 decibels (dBA) and the resulting noise level experienced would be 65 dBA or greater. 49 C.F.R. §1105.7(e)(5)(i)(C) and (6). CORP has determined that, even under the conservative assumptions stated above, the increase in projected truck traffic would result in a change of less than 3 dBA on road segments where truck traffic is expected to be routed. Using 2006 traffic volumes from the Oregon Department of Transportation,³ CORP determined that the lowest 2006 traffic volume (where the projected increase in traffic volume would be expected to have the greatest noise impact) on the affected roads is on U.S. 101 at Lane-Douglas County line. At that point, Oregon DOT reports a traffic volume of 4000 vehicles per day. CORP calculated the increase in Day Night Average Noise Level ("DNL") using the following equation: $\text{Change in DNL (dBA)} = 10 \log (\text{projected traffic volume} / \text{existing truck volume})$. See *Norfolk Southern Railway Company, Pan Am Railways, Inc et al - Joint Control and Operating/Pooling Agreements-Pan Am Southern LLC*, FD35147 – *Environmental Appendix* (June 6, 2008). Assuming a 60 truck per day increase, the projected DNL is 0.065 dBA, well below the 3 dBA significance level. CORP contacted the ORDEQ and the USEPA by letters dated June 24, 2008. See Exhibit 2. To date, no response has been received. A copy of this Environmental Report has been supplied to the ORDEQ and USEPA for their information and comment.

³ See http://www.oregon.gov/ODO/11/D/TDA/1A/tsm/docs/2006_1VI.pdf

(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

(i) The proposed abandonment and discontinuance of service will not have a detrimental effect on public health and safety. To the contrary, the proposed abandonment will eliminate 77 private rail crossings, all with passive controls, nine public crossings with passive controls, and eight public crossings with either flashers or gates and flashers. As a result of the proposed discontinuance of service, CORP will also stop operating over 47 private crossings, all with passive warning devices, 17 public crossings with passive warning devices, and seven public crossings with either flashers or gates and flashers. Accordingly, the proposed action will reduce, rather than increase, vehicle delay time at railroad grade crossings.

(ii) The proposed abandonment and discontinuance of service will not have a material effect on the transportation of hazardous materials. In the Base Year, CORP handled only 14 cars of propane over the Line.

(iii) On May 15, 2008, at milepost 727.7, near Ada, OR, the CORP Roadmaster discovered that someone had vandalized a transformer and that oil had been released. The site was cleaned and the contaminated soil was removed by a contractor. CORP is not aware of any other hazardous material waste sites or sites where known hazardous material spills have occurred on or along the rail corridor of the Line.

(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

(i) CORP does not believe that the proposed action is likely to adversely affect endangered or threatened species or areas designated as a critical habitat CORP notified the U S Fish and Wildlife Service ("USF&WS") of the proposed abandonment by letter dated June 24, 2008, and requested assistance in determining whether the proposed abandonment and discontinuance of service will adversely affect endangered or threatened species or areas designated as a critical habitat See Exhibit 2 A copy of this Environmental Report has been supplied to the USF&WS for its information and further comment

(ii) The wildlife sanctuaries or refuges, National or State parks or forests that are adjacent to the Line are identified on the attached USGS maps CORP does not believe that any of those wildlife sanctuaries or refuges, National or State parks or forests will be adversely affected by the proposed abandonment and discontinuance of service The discontinuance of train operations along portions of the Line that are bounded by such resources will reduce the likelihood of adverse impacts on wildlife from train operations CORP intends to salvage the track and material from the Abandonment Line, but not the subsurface In those areas where CORP seeks authority to discontinue service, it will not salvage any track or material and will not disturb any of the surrounding area CORP notified the National Parks Service of the proposed abandonment and discontinuance of service by letter dated June 24, 2008, and requested assistance in identifying any potential effects on wildlife sanctuaries or refuges, National or State parks or forests See Exhibit 2 To date, no response to this request has been received A copy of this Environmental Report is being supplied to the National Park Service for its information and comment

(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

(i) CORP is confident that the proposed abandonment and discontinuance of service will be consistent with all applicable water quality standards CORP contacted the ORDEQ and the USEPA by letters dated June 24, 2008 See Exhibit 2 To date, no response to this request has been received A copy of this Environmental Report has been supplied to the ORDEQ and USEPA for their information and comment

(ii) CORP does not believe that any permits under section 404 of the Clean Water Act are required for the proposed abandonment and discontinuance of service and that no designated wetlands or 100-year flood plains will be affected by the proposed abandonment and discontinuance of service Upon receiving abandonment authority, the right-of-way and existing public and private crossings will be used for access to remove the track and material from the Abandonment Line No new access roads are contemplated CORP does not intend to disturb any of the underlying roadbed or to perform any activities that would cause sedimentation or erosion of the soil, and does not anticipate any dredging or use of fill in the removal of the track material Crossties and debris will be transported away from the Abandonment Line and will not be discarded along the right-of-way, nor will they be placed or left in streams or wetlands or along the banks of such waterways During track removal, appropriate measures will be taken to prevent or control spills from fuels, lubricants or any other pollutant materials from entering any waterways CORP contacted the U S Army Corps of Engineers by letter dated June 24, 2008 and has received no response to date See Exhibit 2 A copy of this Environmental Report has been supplied to the U S Army Corps of Engineers for its information and comment

(iii) CORP does not believe that any permit under section 402 of the Clean Water Act would be required for the abandonment and discontinuance of service. CORP contacted the ORDEQ and the USEPA by letter dated June 24, 2008. See Exhibit 2. A copy of this Environmental Report has been supplied to the ORDEQ and USEPA for their information and further comment.

(10) Proposed Mitigation. Describe any actions that are proposed to mitigate adverse environmental impacts, indicating why the proposed mitigation is appropriate.

CORP does not anticipate that the proposed abandonment and discontinuance of service would result in any adverse environmental impacts. Therefore, CORP does not believe that any mitigating actions will be necessary. CORP will, of course, adhere to any remedial actions suggested by the recipients of this Environmental Report, which are required by the Board.

HISTORIC REPORT

1. A U.S.G.S. topographic map (or 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.

U.S. Geological Survey Maps have been supplied to the Oregon Parks and Recreation Department ("ORPRD"). See Exhibit 3. From the southern terminus of the Line at Milepost 763.13 near Cordes, OR to the northern terminus at Milepost 669.0 near Vaughn, OR, the USGS maps should be viewed in the following order: Coquille, Coos Bay, North Bend, Lakeside, Winchester Bay, Reedsport, Fivemile Creek, Tahkenitch Creek, Florence, Mercer Lake, Tiernan, Mapleton, Greenleaf, Roman Nose Mountain, Clay Creek, Walton and Notus. Along with the hard copy of the maps, CORP is filing with ORPRD and SLA the accompanying CD that will allow them to view the maps in greater detail.

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.

In general, the Line passes through rural areas. The few urban areas along the Line are noted in the description. The right-of-way is generally 100 feet wide, although subject to variation, with the track generally in the center of the right-of-way. The Line is in a coastal area and as can be seen in the description runs along a number of rivers and other bodies of water.

The Line begins at Milepost 786.5 near Cedar Point to the west of Coquille on the north bank of the Coquille River moving in an east-west direction. From Milepost 786.5 to Milepost 763.13, the Line is owned by UP and operated by CORP pursuant to a lease. West of Cedar Point, the Line turns north and essentially runs parallel to (and to the west of) Oregon Highway ("ORH") 42. To the west of the Line is Beaver Slough. The Line is crossed by ORH 42, so that the railroad line is to the east of the highway.

The Line continues to run parallel and to the east of ORH 42 and to the west of the Isthmus Slough. The Line crosses Manning Gulch, Rogue Gulch, Wall Gulch and then Davis Slough. Continuing in a northerly direction between ORH 42 on the west and the Isthmus Slough to the east, the Line crosses Shinglehouse Slough before passing through the town of Millington, OR. The Line then enters the town of Bunker Hill and crosses the Coalbank Slough before entering Coos Bay, OR. The Line passes through the eastern part of Coos Bay and North Bend, OR to the west of a body of water known as Coos Bay. At the northern end of North Bend, the Line crosses US Highway 101 and then crosses the Coos Bay.

The portion of the Line owned by UP ends north of Coos Bay, at Milepost 763.13. The portion of the Line north of this point is owned by CORP. Continuing north, the Line runs to the east of Oregon Dunes National Recreation Area ("ODNRA") and to the west of the North Slough. The Line then enters the ODNRA, with US Highway 101 located parallel to the east.

The Line continues running in a northerly direction to the east of the Siuslaw National Forest and crosses Saunders Lake. The Line at this point continues to the west of US Highway 101. The Line crosses Tenmile Creek and turns east, crossing US Highway 101 and passing through Lakeside, OR. The Line then turns north again and runs along the west side of North Tenmile Lake and crosses a portion of the Lake. The Line then runs along and crosses a portion of Blacks Arm in the William M. Tugman State Park. At this point, the Line crosses from Coos County into Douglas County. The Line crosses Blacks Creek and travels along the eastern side of the Creek.

The Line enters Tunnel No. 19 at milepost 746.41 and leaves the Tunnel at milepost 745.62. The Line continues north along Wind Creek and crosses Wind Creek several times. The Line then turns east and crosses Scholfield Creek, traveling through marshes on the west side of Scholfield Creek. Turning in a northwesterly direction, the line again crosses Scholfield Creek before it enters Reedsport, OR and turns to the northeast. From Reedsport, the Line crosses the Umpqua River.

The Line then passes through East Gardiner, OR on the west side of the Smith River before veering off in a more northerly direction through the Siuslaw National Forest along the east side of Grantz Creek. Turning in a northwesterly direction, the Line crosses Grantz Creek near Brenham, OR. The Line enters Tunnel No. 18 at Milepost 734.77 and exits the Tunnel at Milepost 734.48. The Line travels north along the eastern shore of Tahkenitch Lake and then crosses Tahkenitch Lake and onto Isthmus Point. The Line runs along the east bank of an arm of the lake and then crosses North Arm and travels along its western shore, crossing Catfish Cove.

In a northeasterly direction, the Line passes to the east of Booth Arm and crosses Lane Creek. Tunnel No. 17 is located between Milepost 727.83 and Milepost 727.70. Upon exiting

Tunnel No 17, the Line turns north to cross Fiddle Creek at Ada Point, and then turns to the northeast along the eastern shore of Siltcoos Lake to the west of Ada Park. The Line continues along Siltcoos Lake and turns to the east along the south shore of Miller Arm. The Line enters a marsh and turns again to the northeast, crossing Carle Creek and running along the west side of Maple Creek. The Line then turns northwest and enters Tunnel No 16, which is located between Milepost 721.64 and Milepost 721.52. The Line then enters Tunnel No 15 at Milepost 721.14. Exiting Tunnel No 15 at Milepost 720.73, the Line turns north as it continues through the Siuslaw National Forest, running along the east side of the South Inlet and then along the eastern shore of the South Slough. Turning north, the Line crosses the South Slough and then at Cushman crosses the Siuslaw River over a drawbridge. The Line continues to run in a generally easterly direction on the north shore of the Siuslaw River past the Prosser Slough and Wendson. The Line continues along the north of the Siuslaw River past the towns Betzen, Fernan, Tide and Swisshome, OR in the Siuslaw National Forest. Crossing Lake Creek, the Line continues along the north bank of the Siuslaw River. The Line crosses a bend in the Siuslaw River twice near Milepost 694, remaining on the north shore. As the Siuslaw River turns to the south and west, the Line continues to run along the same side of the river, first on the east side and then the south because the river is headed west. The river then turns east and the Line continues on the north shore of the river with the Linslaw County Park to the south.

East of Linslaw, OR the Line crosses the Siuslaw River and continues along its southern shore. As the Siuslaw River turns south again, the Line crosses it and moves east along Wildcat Creek. At an elevation of about 400 feet, the Line continues east along the north side of Wildcat Creek. The Line enters Tunnel No 14 at Milepost 681.18 and exits that Tunnel at Milepost 681.09. The Line then follows the west bank of Wildcat Creek as the Line and creek both turn to

the north Turning east, past Walton, the Line continues on the north side of Wildcat Creek past Cram and Penn, OR

The Line enters Tunnel No 13 at Milepost 669 94 Exiting Tunnel No 13 at Milepost 669 47, the Line ends at Milepost 669 0, west of Vaughn, OR

Additional details regarding the Line can be found in the USGS Maps contained in Exhibit 3 (and the accompanying CID) and the track charts in Exhibit 5

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.

Photographs of the bridges on the Line that are 50 years old or older and a detailed description of the bridges are attached as Exhibit 4

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.

See Exhibit 4

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.

In 1906, the Southern Pacific Railroad ("SP") announced that it was planning to build a rail line from Eugene to Coos Bay, OR Construction of the line by SP's subsidiary, the Willamette Pacific Railroad, was delayed until 1911, but the line to Coos County was finally completed in 1916 The railroad created Reedsport as a camp for railroad construction workers Reedsport became a permanent town in 1912

CORP acquired the Abandonment Line, and leased the Discontinuance Line, from SP in 1994 and continuously operated the Line until it was embargoed on September 21, 2008

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.

CORP possesses the valuation maps of the Line, but is not aware of any other documentation regarding the Line in its possession

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 C.F.R. 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).

CORP believes that the bridges, tunnels and structures on the Line are neither unusual nor sufficiently noteworthy to warrant inclusion in the National Register of Historic Places To CORP's knowledge, there are no archeological resources or other railroad related historic properties in the project area

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 waste), and the surrounding terrain.

CORP is not aware of any existing subsurface ground disturbances or fills, or environmental conditions that might affect the archeological recovery of any potential resources

9. Within 30 days of receipt of the historic report, the State Historic Preservation Officer may request the following additional information regarding specific non railroad owned properties or groups 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 location and type of the site (i.e. prehistoric or native American).

CORP does not foresee the likelihood that any additional information will need to be supplied in connection with the proposed abandonment other than that information previously submitted If such additional information is requested, CORP will promptly supply the necessary information (to the extent that it is in CORP's possession)

CORP contacted ORPRD .See Exhibit 2 No response has been received A copy of this Report has been mailed to ORPRD

Exhibit 1

OCEA

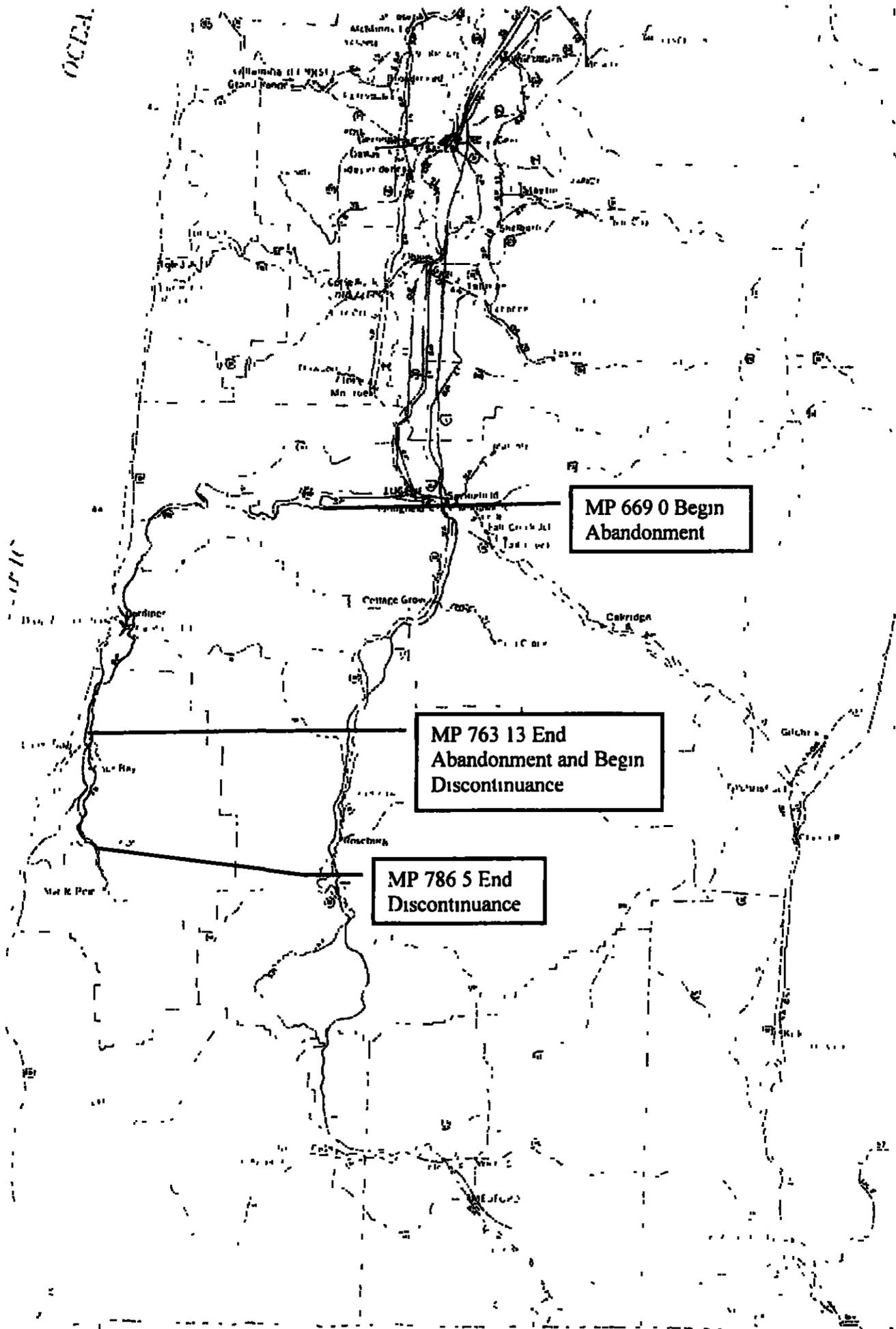


Exhibit 1

Exhibit 2

**EXHIBIT 2—CONSULTATION
LETTERS**



SIDLEY AUSTIN LLP
 1501 K STREET N W
 WASHINGTON, D C 20005
 (202) 736 8000
 (202) 736 8711 FAX

BEIJING
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 SHANGHAI
 SINGAPORE
 SYDNEY
 TOKYO
 WASHINGTON D C

thynes@sidley.com
 (202) 736-8198

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June 24, 2008

Natural Resources Conservation Service
 U S Department of Agriculture
 101 SW Main Street, Suite 1300
 Portland, OR 97204-3221

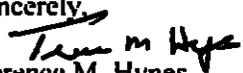
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Sincerely,

 Terence M Hynes
 Counsel for Central Oregon & Pacific
 Railroad, Inc and RailAmerica, Inc

TMH aat
 Enclosures



SIDLEY AUSTIN LLP
1501 K STREET N.W.
WASHINGTON D C 20005
(202) 736 8000
(202) 736 8711 FAX

thynes@sidley.com
(202) 736-8198

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June 24, 2008

U S Fish and Wildlife Service
Region 1
Eastside Federal Complex
911 NE 11th Avenue
Portland, OR 97232-4181

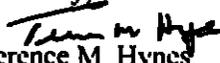
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Sincerely,

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Railroad, Inc and RailAmerica, Inc

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SIDLEY AUSTIN LLP
1501 K STREET, N.W.
WASHINGTON D C 20005
(202) 736 8000
(202) 736 8711 FAX

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SHANGHAI
SINGAPORE
SYDNEY
TOKYO
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thynes@sidley.com
(202) 736-8198

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June 24, 2008

National Park Service, Pacific West Region
One Jackson Center
1111 Jackson Street, Suite 700
Oakland, CA 94607

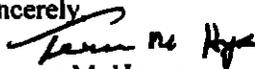
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TMH:at
Enclosures



SIDLEY AUSTIN LLP
1501 K STREET N W
WASHINGTON D C 20005
(202) 736 8000
(202) 736 8711 FAX

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SHANGHAI
SINGAPORE
SYDNEY
TOKYO
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thynes@sidley.com
(202) 736-8188

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June 24, 2008

Elin D Miller, Regional Administrator
U S Environmental Protection Agency
Regional Administrator's Office, RA-140
1200 Sixth Avenue, Suite 900
Seattle, WA 98101

Re Docket No AB-515 (Sub-No 2X), *Central Oregon & Pacific Railroad, Inc - Abandonment and Discontinuance - in Coos, Douglas, and Lane Counties, OR (Coquille to Vaughn)*

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SIDLEY AUSTIN LLP
1501 K STREET N.W.
WASHINGTON D.C. 20005
(202) 736 8000
(202) 736 8711 FAX

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SAN FRANCISCO
SHANGHAI
SINGAPORE
SYDNEY
TOKYO
WASHINGTON D.C.

thynes@sidley.com
(202) 736-8198

June 24, 2008

Colonel Thomas O'Donovan, District Engineer
U.S. Army Corps of Engineers, Portland District
P.O. Box 2946
Portland, OR 97208-2946

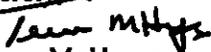
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TMH aat
Enclosures



SIDLEY AUSTIN LLP
1501 K STREET NW
WASHINGTON, D C 20005
(202) 736 8000
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SHANGHAI
SINGAPORE
SYDNEY
TOKYO
WASHINGTON D C

thynes@sidley.com
(202) 736-8198

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June 24, 2008

NGS Information Services, NOAA, N/NGS12
National Geodetic Survey SSMC-3, #9202
1315 East-West Highway
Silver Spring, MD 20910-3282

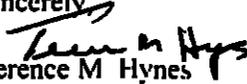
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Railroad, Inc and RailAmerica, Inc

TMH aat
Enclosures



SIDLEY AUSTIN LLP
1501 K STREET N W
WASHINGTON D C 20005
(202) 736 8000
(202) 736 8711 FAX

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NEW YORK
SAN FRANCISCO
SHANGHAI
SINGAPORE
SYDNEY
TOKYO
WASHINGTON D C
FOUNDED 1866

thynes@sidley.com
(202) 736-8198

June 24, 2008

Dick Pedersen, Interim Director
Oregon Department of Environmental Quality
811 SW Sixth Avenue
Portland, OR 97204-1390

Re Docket No AB-515 (Sub-No 2X). *Central Oregon & Pacific Railroad, Inc - Abandonment and Discontinuance - in Coos, Douglas, and Lane Counties, OR (Coquille to Vaughn)*

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WASHINGTON D.C. 20005
(202) 736 8000
(202) 736 8711 FAX

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thynes@sidley.com
(202) 736-8198

FOUNDED 1866

June 24, 2008

Oregon Coastal and Ocean Program Management
Department of Land Conservation and Development
800 Oregon Street, NE #18
Portland, OR 97223

Re Docket No AB-515 (Sub-No 2X), *Central Oregon & Pacific Railroad, Inc - Abandonment and Discontinuance - in Coos, Douglas, and Lane Counties, OR (Coquille to Vaughn)*

Dear Sir/Madam

On or about July 14, 2008, we expect to be filing with the Surface Transportation Board ("STB") an application seeking authority for Central Oregon and Pacific Railroad, Inc ("CORP") to abandon and discontinue service over approximately 119.5 miles of its Coos Bay Subdivision in Coos, Douglas, and Lane Counties, OR. CORP will seek to abandon a 94.13 mile segment between milepost 669.0 near Vaughn, OR, and milepost 763.13 south of Cordes, OR. CORP will seek to discontinue service over approximately 24.47 miles consisting of (1) about 22.47 miles between milepost 763.13 south of Cordes and milepost 785.6 near Coquille, OR, over a line that is leased from the Union Pacific Railroad Company, and (2) the 2.0 mile LPN Branch between Gardiner Jct, milepost 738.8, and the end of the line at milepost 2.0, leased from Longview, Portland & Northern Railway Company.

Attached is a Combined Environmental and Historic Report describing the proposed action and any expected environmental and historic effects, as well as a map (Exhibit 1) of the affected area. We are providing this report so that you may review the information that will form the basis for the STB's independent environmental analysis of this proceeding. If any of the information is misleading or incorrect, if you believe that pertinent information is missing, or if you have any questions about the STB's environmental review process, please contact the Section of Environmental Analysis (SEA), Surface Transportation Board, 395 E Street, SW, Washington, DC 20423, telephone 202-245-0295 and refer to the above Docket No AB-515 (Sub-No 2X).

Because the applicable statutes and regulations impose stringent deadlines for processing this action, your written comments to SEA (with a copy to our representative) would be appreciated within 3 weeks. Your comments will be considered by the STB in evaluating the environmental impacts of the contemplated action. If there are any questions concerning this proposal, please contact our representative directly. Our representative in this matter is Terence M. Hynes who may be contacted by telephone at 202-736-8198, email at thynes@sidley.com, or mail at Sidley Austin LLP, 1501 K Street, NW, Washington, DC 20005.

Sincerely,

Terence M. Hynes
Counsel for Central Oregon & Pacific
Railroad, Inc and RailAmerica, Inc

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Enclosures



SIDLEY AUSTIN LLP
1501 K STREET N.W.
WASHINGTON D.C. 20005
(202) 736 8000
(202) 736 8711 FAX

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TOKYO
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thynes@sidley.com
(202) 736-8198

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June 24, 2008

State Historic Preservation Office
Oregon Parks & Recreation Department
725 Summer Street, Suite C
Salem, OR 97301

Re Docket No AB-515 (Sub-No 2X), *Central Oregon & Pacific Railroad, Inc - Abandonment and Discontinuance - in Coos, Douglas, and Lane Counties, OR (Coquille to Vaughn)*

Dear Sir/Madam

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Sincerely,

Terence M. Hynes
Counsel for Central Oregon & Pacific
Railroad, Inc. and RailAmerica, Inc.

TMH:aat
Enclosures



SIDLEY AUSTIN LLP
1501 K STREET N.W.
WASHINGTON D.C. 20005
(202) 736 8000
(202) 736 8711 FAX

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SINGAPORE
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thynes@sidley.com
(202) 736-8198

June 24, 2008

Matthew Garrett, Director
Oregon Transportation Department
355 Capitol Street, N.E.
Salem, OR 97301-3870

Re Docket No AB-515 (Sub-No 2X), *Central Oregon & Pacific Railroad, Inc - Abandonment and Discontinuance - in Coos, Douglas, and Lane Counties, OR (Coquille to Vaughn)*

Dear Mr. Garrett

On or about July 14, 2008, we expect to be filing with the Surface Transportation Board ("STB") an application seeking authority for Central Oregon and Pacific Railroad, Inc ("CORP") to abandon and discontinue service over approximately 119.5 miles of its Coos Bay Subdivision in Coos, Douglas, and Lane Counties, OR. CORP will seek to abandon a 94.13 mile segment between milepost 669.0 near Vaughn, OR, and milepost 763.13 south of Cordes, OR. CORP will seek to discontinue service over approximately 24.47 miles consisting of (1) about 22.47 miles between milepost 763.13 south of Cordes and milepost 785.6 near Coquille, OR, over a line that is leased from the Union Pacific Railroad Company, and (2) the 2.0 mile L.P.N Branch between Gardiner Jct., milepost 738.8, and the end of the line at milepost 2.0, leased from Longview, Portland & Northern Railway Company.

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Sincerely,

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IMH:at
Enclosures



SIDLEY AUSTIN LLP
1501 K STREET N.W.
WASHINGTON D.C. 20005
(202) 736 8000
(202) 736 8711 FAX

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thynes@sidley.com
(202) 736-8198

June 24, 2008

Coos County Board of Commissioners
250 N Baxter
Coquille, OR 97423

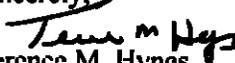
Re Docket No AB-515 (Sub-No 2X), *Central Oregon & Pacific Railroad, Inc - Abandonment and Discontinuance - in Coos, Douglas and Lane Counties, OR (Coquille to Vaughn)*

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SIDLEY AUSTIN LLP
1501 K STREET N.W.
WASHINGTON D.C. 20005
(202) 736 8000
(202) 736 8711 FAX

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thynes@sidley.com
(202) 736-8198

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June 24, 2008

Douglas County Board of Commissioners
1036 S.E. Douglas Street
Roseburg, OR 97470

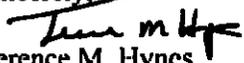
Re Docket No AB-515 (Sub-No 2X), *Central Oregon & Pacific Railroad, Inc - Abandonment and Discontinuance - in Coos, Douglas, and Lane Counties, OR (Coquille to Vaughn)*

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Sincerely,

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Counsel for Central Oregon & Pacific
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TMH aat
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SIDLEY AUSTIN LLP
1501 K STREET N.W.
WASHINGTON D.C. 20005
(202) 736 8000
(202) 736 8711 FAX

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(202) 736 8168

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June 24, 2008

Lane County Board of Commissioners
125 East 8th Avenue
Eugene, OR 97401

Re Docket No AB-515 (Sub-No 2X), *Central Oregon & Pacific Railroad, Inc. - Abandonment and Discontinuance - in Coos, Douglas, and Lane Counties, OR (Coquille to Vaughn)*

Dear Sir/Madam

On or about July 14, 2008, we expect to be filing with the Surface Transportation Board ("STB") an application seeking authority for Central Oregon and Pacific Railroad, Inc. ("CORP") to abandon and discontinue service over approximately 119.5 miles of its Coos Bay Subdivision in Coos, Douglas, and Lane Counties, OR. CORP will seek to abandon a 94.13 mile segment between milepost 669.0 near Vaughn, OR, and milepost 763.13 south of Cordes, OR. CORP will seek to discontinue service over approximately 24.47 miles consisting of (1) about 22.47 miles between milepost 763.13 south of Cordes and milepost 785.6 near Coquille, OR, over a line that is leased from the Union Pacific Railroad Company, and (2) the 2.0 mile LPN Branch between Gardiner Jct., milepost 738.8, and the end of the line at milepost 2.0, leased from Longview, Portland & Northern Railway Company.

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Sincerely,

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TMH aat
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SIDLEY AUSTIN LLP
1501 K STREET N W
WASHINGTON, D C 20005
(202) 736 8000
(202) 736 8711 FAX

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thynes@sidley.com
(202) 736-8198

June 24, 2008

Jeff McKeown, Mayor
City of Coos Bay
500 Central Avenue
Coos Bay, OR 97420

Re Docket No AB-515 (Sub-No 2X), *Central Oregon & Pacific Railroad, Inc - Abandonment and Discontinuance - in Coos, Douglas and Lane Counties, OR (Coquille to Vaughn)*

Dear Mayor McKeown

On or about July 14, 2008, we expect to be filing with the Surface Transportation Board ("STB") an application seeking authority for Central Oregon and Pacific Railroad, Inc ("CORP") to abandon and discontinue service over approximately 119.5 miles of its Coos Bay Subdivision in Coos, Douglas, and Lane Counties. OR CORP will seek to abandon a 94.13 mile segment between milepost 669.0 near Vaughn, OR, and milepost 763.13 south of Cordes, OR. CORP will seek to discontinue service over approximately 24.47 miles consisting of (1) about 22.47 miles between milepost 763.13 south of Cordes and milepost 785.6 near Coquille, OR, over a line that is leased from the Union Pacific Railroad Company, and (2) the 2.0 mile LPN Branch between Gardiner Jct., milepost 738.8, and the end of the line at milepost 2.0, leased from Longview, Portland & Northern Railway Company.

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TMH:aat
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SIDLEY AUSTIN LLP
 1501 K STREET N.W.
 WASHINGTON, D.C. 20005
 (202) 736 8000
 (202) 736 8711 FAX

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thynes@sidley.com
 (202) 736-8198

FOUNDED 1856

June 24, 2008

Steve Britton, Mayor
 City of Coquille
 851 N Central Boulevard
 Coquille, OR 97423

Re Docket No AB-515 (Sub-No 2X), *Central Oregon & Pacific Railroad, Inc - Abandonment and Discontinuance - in Coos, Douglas, and Lane Counties, OR (Coquille to Vaughn)*

Dear Mayor Britton

On or about July 14, 2008, we expect to be filing with the Surface Transportation Board ("STB") an application seeking authority for Central Oregon and Pacific Railroad, Inc ("CORP") to abandon and discontinue service over approximately 119.5 miles of its Coos Bay Subdivision in Coos, Douglas, and Lane Counties, OR. CORP will seek to abandon a 94.13 mile segment between milepost 669.0 near Vaughn, OR, and milepost 763.13 south of Cordes, OR. CORP will seek to discontinue service over approximately 24.47 miles consisting of (1) about 22.47 miles between milepost 763.13 south of Cordes and milepost 785.6 near Coquille, OR, over a line that is leased from the Union Pacific Railroad Company, and (2) the 2.0 mile LPN Branch between Gardiner Jct. milepost 738.8, and the end of the line at milepost 2.0, leased from Longview, Portland & Northern Railway Company.

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 1501 K STREET N.W.
 WASHINGTON D.C. 20005
 (202) 736 8000
 (202) 736 8711 FAX

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thynes@sidley.com
 (202) 736-8198

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June 24, 2008

Phil Brubaker, Mayor
 City of Florence
 P O Box 2377
 Florence, OR 97439

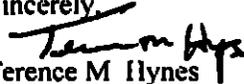
Re Docket No AB-515 (Sub-No 2X). *Central Oregon & Pacific Railroad Inc - Abandonment and Discontinuance - in Coos, Douglas, and Lane Counties, OR (Coquille to Vaughn)*

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 WASHINGTON D.C. 20005
 (202) 736 8000
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thynes@sidley.com
 (202) 736-8198

June 24, 2008

City of Lakeside
 P O Box L
 Lakeside, OR 97449

Re Docket No AB-515 (Sub-No 2X), *Central Oregon & Pacific Railroad, Inc - Abandonment and Discontinuance - in Coos, Douglas, and Lane Counties, OR (Coquille to Vaughn)*

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On or about July 14, 2008, we expect to be filing with the Surface Transportation Board ("STB") an application seeking authority for Central Oregon and Pacific Railroad, Inc ("CORP") to abandon and discontinue service over approximately 119.5 miles of its Coos Bay Subdivision in Coos, Douglas, and Lane Counties, OR. CORP will seek to abandon a 94.13 mile segment between milepost 669.0 near Vaughn, OR, and milepost 763.13 south of Cordes, OR. CORP will seek to discontinue service over approximately 24.47 miles consisting of (1) about 22.47 miles between milepost 763.13 south of Cordes and milepost 785.6 near Coquille, OR, over a line that is leased from the Union Pacific Railroad Company, and (2) the 2.0 mile LPN Branch between Gardiner Jct., milepost 738.8, and the end of the line at milepost 2.0, leased from Longview, Portland & Northern Railway Company.

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Because the applicable statutes and regulations impose stringent deadlines for processing this action, your written comments to SEA (with a copy to our representative) would be appreciated within 3 weeks. Your comments will be considered by the STB in evaluating the environmental impacts of the contemplated action. If there are any questions concerning this proposal, please contact our representative directly. Our representative in this matter is Terence M. Hynes who may be contacted by telephone at 202-736-8198, email at thynes@sidley.com, or mail at Sidley Austin LLP, 1501 K Street, NW, Washington, DC 20005.

Sincerely,

 Terence M. Hynes
 Counsel for Central Oregon & Pacific
 Railroad, Inc. and RailAmerica, Inc.

TMH aat
 Enclosures



SIDLEY AUSTIN LLP
1501 K STREET NW
WASHINGTON D C 20005
(202) 736 8000
(202) 736 8711 FAX

BEIJING
BRUSSELS
CHICAGO
DALLAS
FRANKFURT
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HONG KONG
LONDON

LOS ANGELES
NEW YORK
SAN FRANCISCO
SHANGHAI
SINGAPORE
SYDNEY
TOKYO
WASHINGTON D C

thynes@sidley.com
(202) 736-8198

FOUNDED 1866

June 24, 2008

Rick Wetherell, Mayor
City of North Bend
835 California Street
North Bend, OR 97459

Re Docket No AB-515 (Sub-No 2X), *Central Oregon & Pacific Railroad, Inc - Abandonment and Discontinuance - in Coos, Douglas, and Lane Counties OR (Coquille to Vaughn)*

Dear Mayor Wetherell

On or about July 14, 2008, we expect to be filing with the Surface Transportation Board ("STB") an application seeking authority for Central Oregon and Pacific Railroad, Inc ("CORP") to abandon and discontinue service over approximately 119.5 miles of its Coos Bay Subdivision in Coos, Douglas, and Lane Counties, OR. CORP will seek to abandon a 9.43 mile segment between milepost 669.0 near Vaughn, OR, and milepost 763.13 south of Cordes, OR. CORP will seek to discontinue service over approximately 24.47 miles consisting of (1) about 22.47 miles between milepost 763.13 south of Cordes and milepost 785.6 near Coquille, OR, over a line that is leased from the Union Pacific Railroad Company, and (2) the 2.0 mile LPN Branch between Gardiner Jet, milepost 738.8, and the end of the line at milepost 2.0, leased from Longview, Portland & Northern Railway Company.

Attached is a Combined Environmental and Historic Report describing the proposed action and any expected environmental and historic effects, as well as a map (Exhibit 1) of the affected area. We are providing this report so that you may review the information that will form the basis for the STB's independent environmental analysis of this proceeding. If any of the information is misleading or incorrect, if you believe that pertinent information is missing, or if you have any questions about the STB's environmental review process, please contact the Section of Environmental Analysis (SEA), Surface Transportation Board, 395 E Street, SW, Washington, DC 20423, telephone 202-245-0295 and refer to the above Docket No AB-515 (Sub-No 2X).

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Sincerely,

Terence M Hynes
Counsel for Central Oregon & Pacific
Railroad, Inc and RailAmerica, Inc

TMH:aat
Enclosures



SIDLEY AUSTIN LLP
1501 K STREET N.W.
WASHINGTON D.C. 20005
(202) 736 8000
(202) 736 8711 FAX

BEIJING
BRUSSELS
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NEW YORK
SAN FRANCISCO
SHANGHAI
SINGAPORE
SYDNEY
TOKYO
WASHINGTON, D.C.

thynes@sidley.com
(202) 736-8198

FOUNDED 1866

June 24, 2008

Keith Tymchuk, Mayor
City of Reedsport
451 Winchester Avenue
Reedsport, OR 97467

Re Docket No AB-515 (Sub-No 2X), *Central Oregon & Pacific Railroad Inc - Abandonment and Discontinuance - in Coos, Douglas, and Lane Counties, OR (Coquille to Vaughn)*

Dear Mayor Tymchuk

On or about July 14, 2008, we expect to be filing with the Surface Transportation Board ("STB") an application seeking authority for Central Oregon and Pacific Railroad, Inc ("CORP") to abandon and discontinue service over approximately 119.5 miles of its Coos Bay Subdivision in Coos, Douglas, and Lane Counties, OR. CORP will seek to abandon a 94.13 mile segment between milepost 669.0 near Vaughn, OR, and milepost 763.13 south of Cordes, OR. CORP will seek to discontinue service over approximately 24.47 miles consisting of (1) about 22.47 miles between milepost 763.13 south of Cordes and milepost 785.6 near Coquille, OR, over a line that is leased from the Union Pacific Railroad Company, and (2) the 2.0 mile LPN Branch between Gardiner Jct., milepost 738.8, and the end of the line at milepost 2.0, leased from Longview, Portland & Northern Railway Company.

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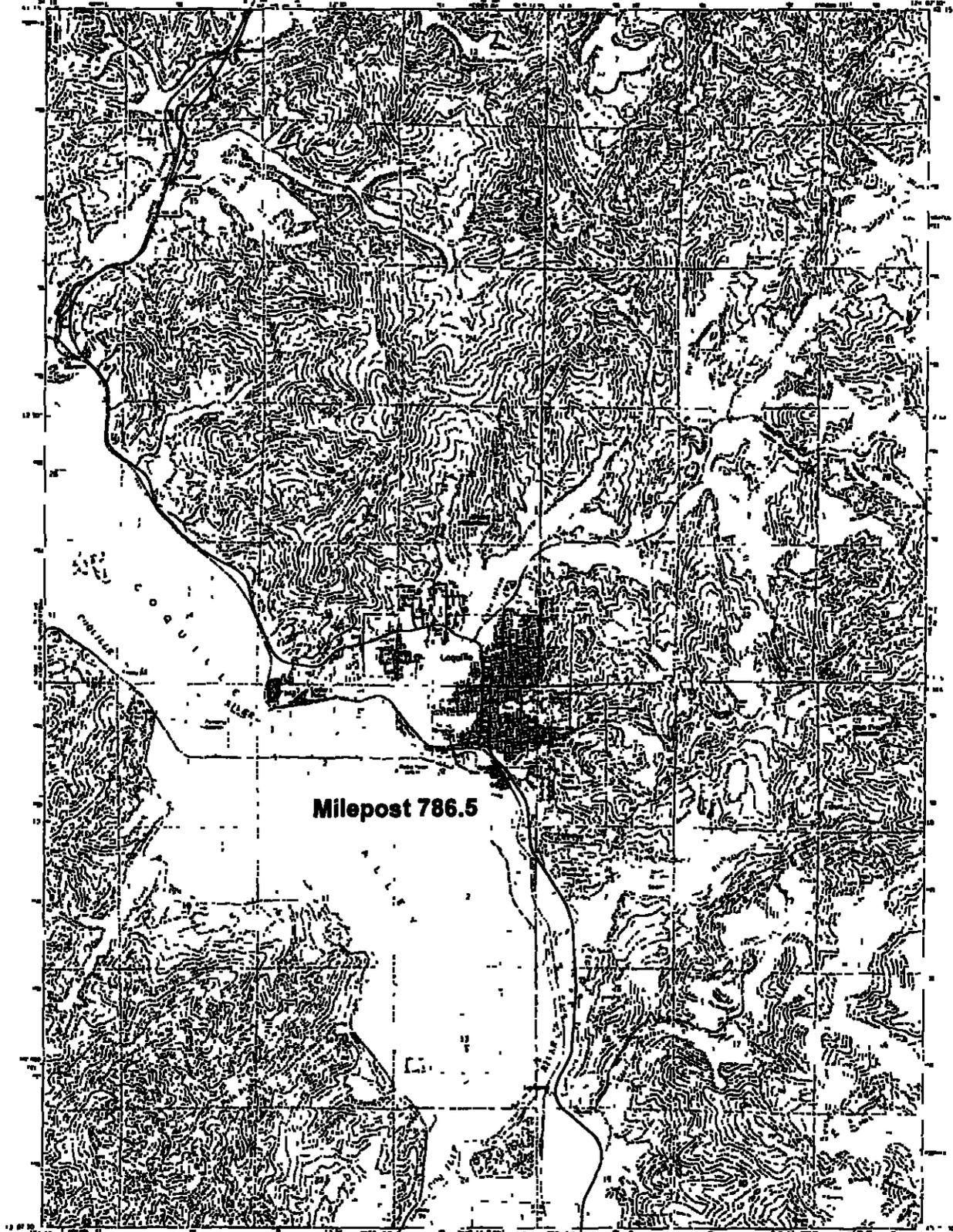
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Sincerely,

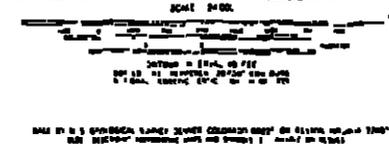
Terence M. Hynes
Counsel for Central Oregon & Pacific
Railroad, Inc. and RailAmerica, Inc.

TMH:aat
Enclosures

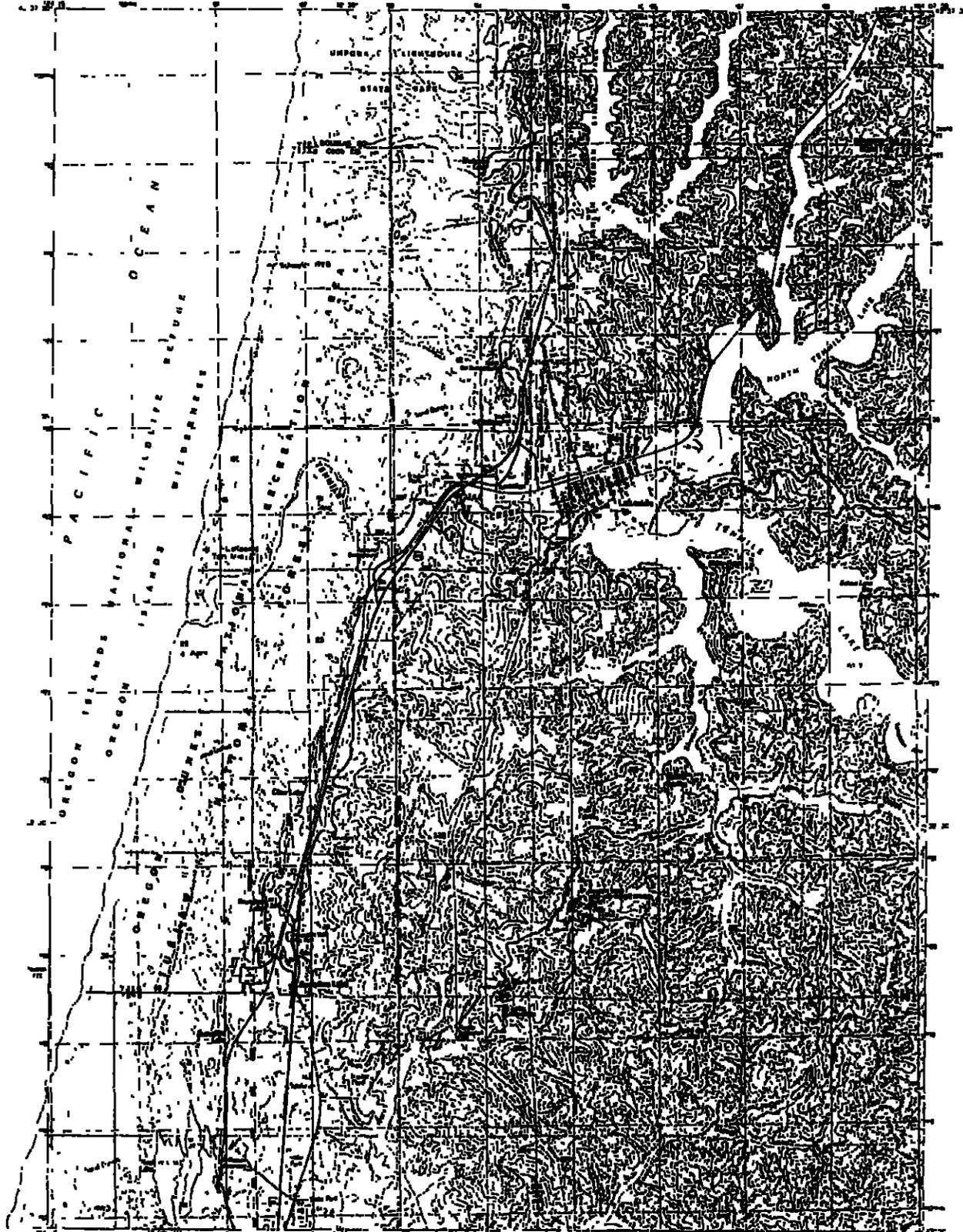
Exhibit 3



Map published and published by the Geological Survey
Co. 200 to 1975 and 1976
Topographic by photogrammetry
Photogrammetry by 1975
1:25,000 scale
Vertical datum: Mean Sea Level
Horizontal datum: North American Datum of 1983
Projection: UTM
Zone: 18N
Datum: NAD 83
Scale: 1:25,000
Map of the United States
Scale: 1:25,000
Map of the United States
Scale: 1:25,000



COQUILLE OREG
Scale: 1:25,000
Map of the United States
Scale: 1:25,000



PROVISIONAL MAP
Produced from original
topographic maps of the
Geological Survey of the
United States at 1:25,000
scale. This map is not
guaranteed to be accurate
and is provided for
information only. It is
not to be used for
navigation or other
purposes where
accuracy is essential.
The user assumes all
responsibility for the
use of this map.

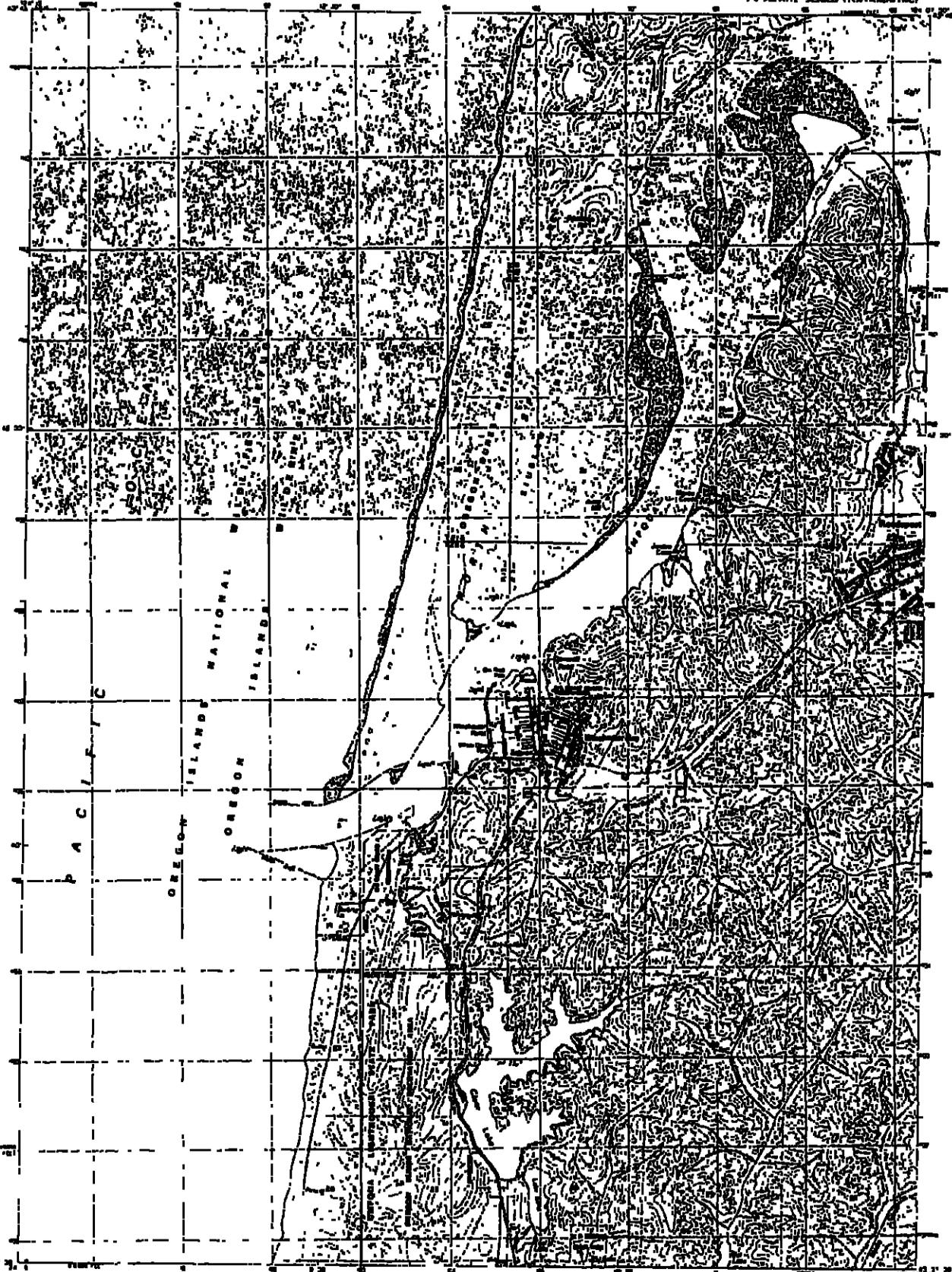
SCALE 1:25,000

CONVERSION TABLE

Feet	Meters
100	30.48
200	60.96
300	91.44
400	121.92
500	152.40
600	182.88
700	213.36
800	243.84
900	274.32
1000	304.80

PROVISIONAL MAP
Produced from original
topographic maps of the
Geological Survey of the
United States at 1:25,000
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LAKEVIEW, OREGON
7.5 MINUTE SERIES (TOPOGRAPHIC)
1968

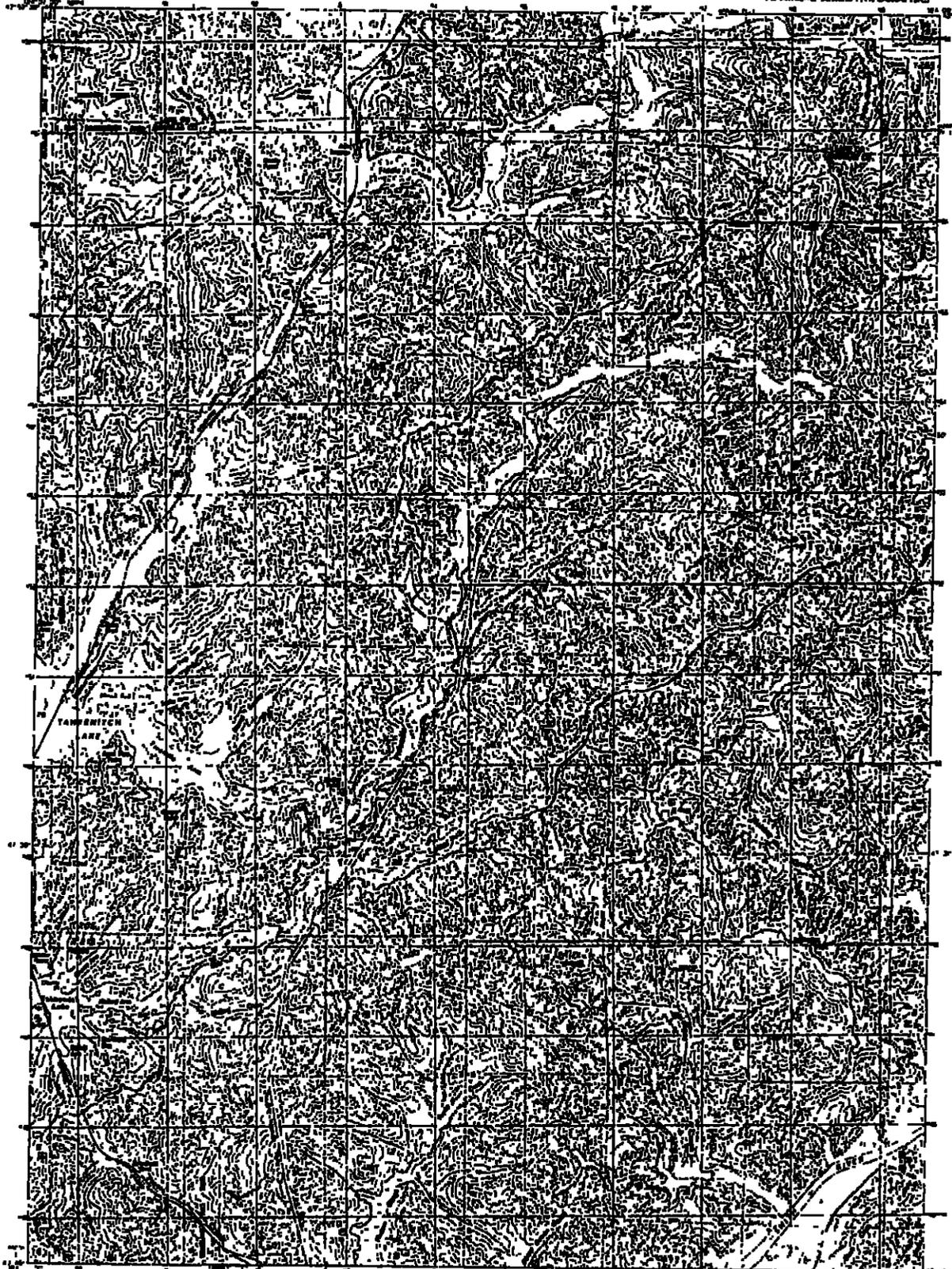


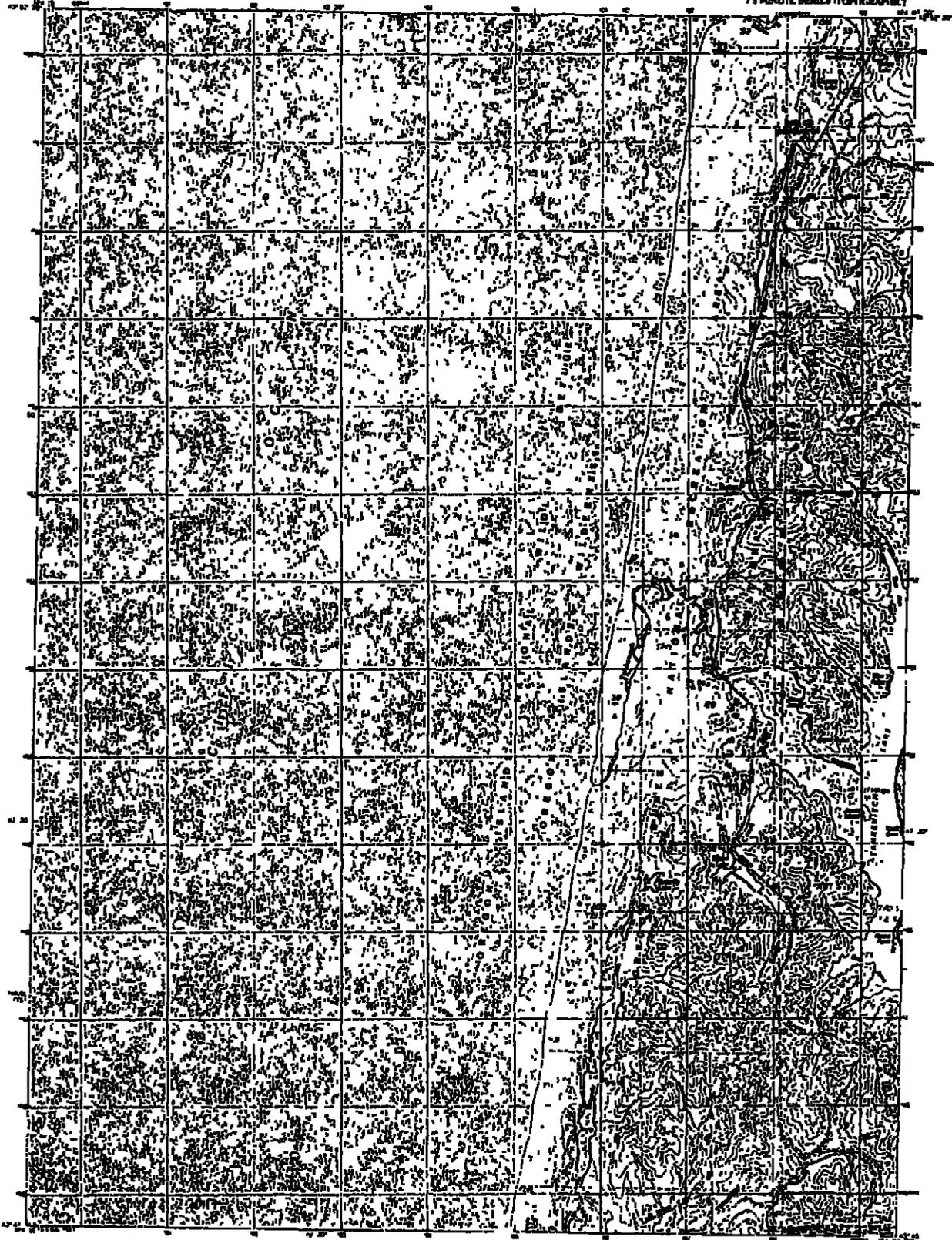
PREPARED BY THE GEOLOGICAL SURVEY OF THE UNITED STATES
FROM THE 1:25,000 SCALE PHOTOGRAPHIC MAP OF WINOCH-ITE BAY, OREGON, DANGLAS COUNTY, 1951
BY J. W. COOPER AND J. H. HARRIS
GEOLOGICAL SURVEY OF THE UNITED STATES
WASHINGTON, D. C. 20540

SYMBOLS AND ABBREVIATIONS

—	Contour Interval
—	Spot Elevation
—	Section Line
—	Water
—	Barren
—	Grass
—	Timber
—	Highway
—	Road
—	Trail
—	Power Line
—	Telephone Line
—	Well
—	Structure
—	Boundary
—	Other

WINOCH-ITE BAY OREG
GEOLOGICAL SURVEY OF THE UNITED STATES
WASHINGTON, D. C. 20540





1:25,000
Scale
1 inch = 2,000 feet
1 centimeter = 39.37 inches
1 mile = 1,609.34 meters
1 kilometer = 0.621371 miles
1 meter = 3.28084 feet
1 foot = 0.3048 meters
1 inch = 2.54 centimeters
1 centimeter = 10 millimeters
1 millimeter = 0.03937 inches
1 inch = 2.54 centimeters
1 centimeter = 10 millimeters
1 millimeter = 0.03937 inches
1 inch = 2.54 centimeters
1 centimeter = 10 millimeters
1 millimeter = 0.03937 inches

PHYSIOGRAPHICAL MAP
Physical and human features are shown in black. The map is a topographic map of the Fahrentech Creek Quadrangle, Oregon. The map shows the terrain, roads, trails, and other features. The map is oriented with North at the top.

SCALE 1:25,000

1:25,000

1:25,000

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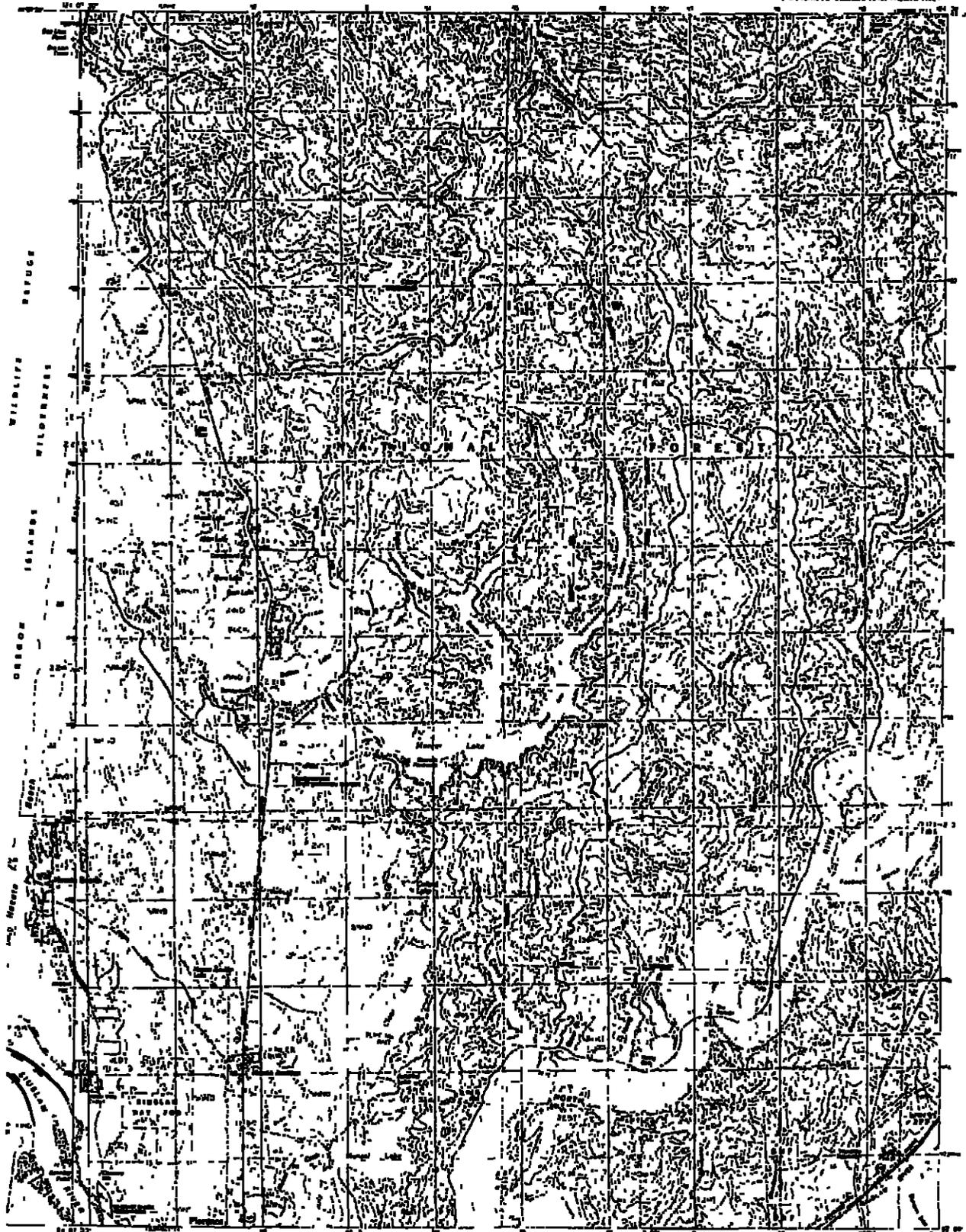
1:25,000

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1:25,000



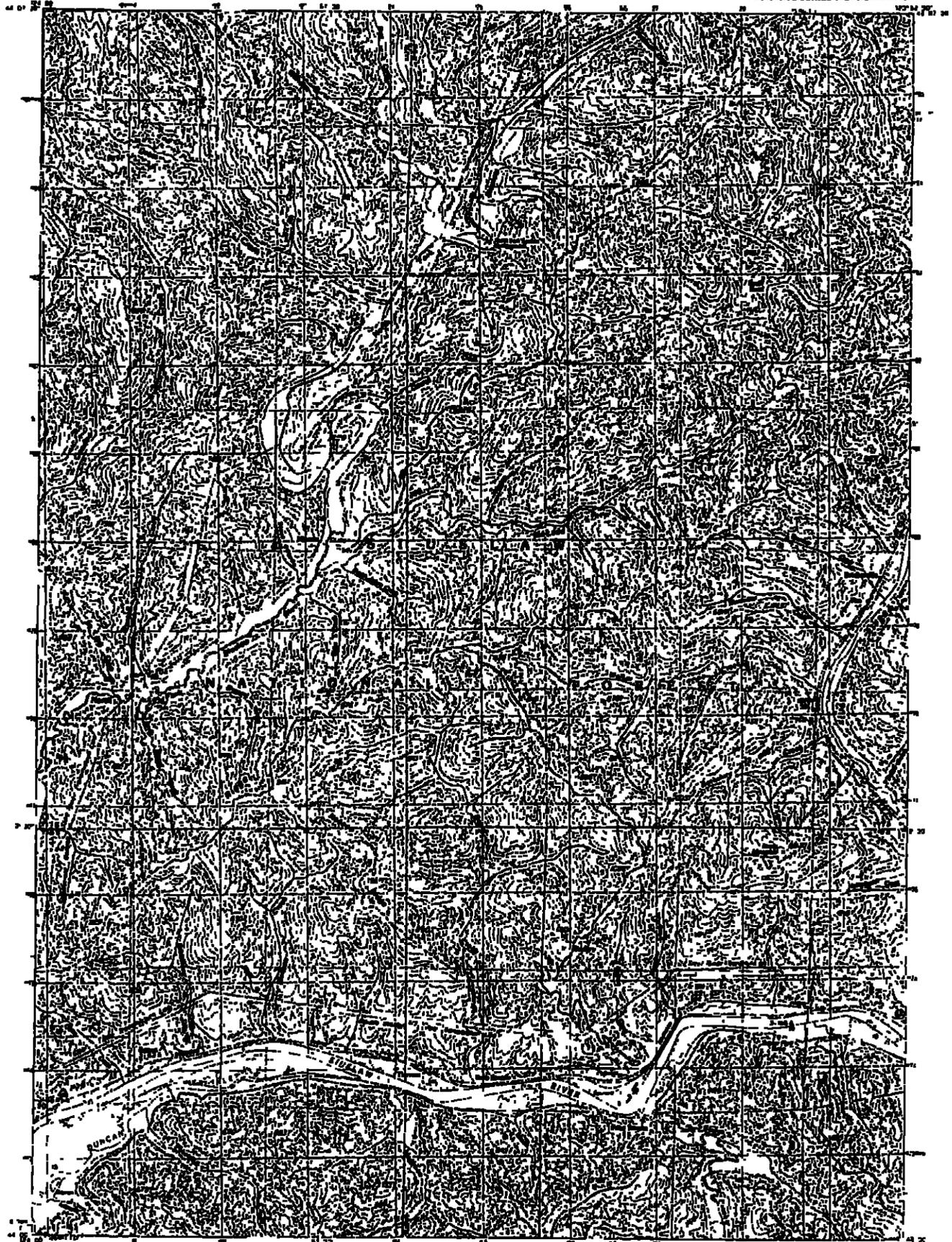
1. This map is based on the 1:50,000 scale topographic map of the same area, published by the U.S. Geological Survey in 1954. It is a derivative work of that map and is not a new survey. The map is a reproduction of the original map and is not a new survey. The map is a reproduction of the original map and is not a new survey.

MINERAL MAP
A scale of 1:50,000
The map is a reproduction of the original map and is not a new survey.

1:50,000
Scale
The map is a reproduction of the original map and is not a new survey.



MINERAL LANDS
OCEAN-LAND
7 1/2-MINUTE SERIES (TOPOGRAPHIC)
The map is a reproduction of the original map and is not a new survey.



1:25,000

PROVISIONAL MAP
Scale of 1 inch = 2000 feet
contour interval 20 feet
contour interval 20 feet
contour interval 20 feet

1:25,000

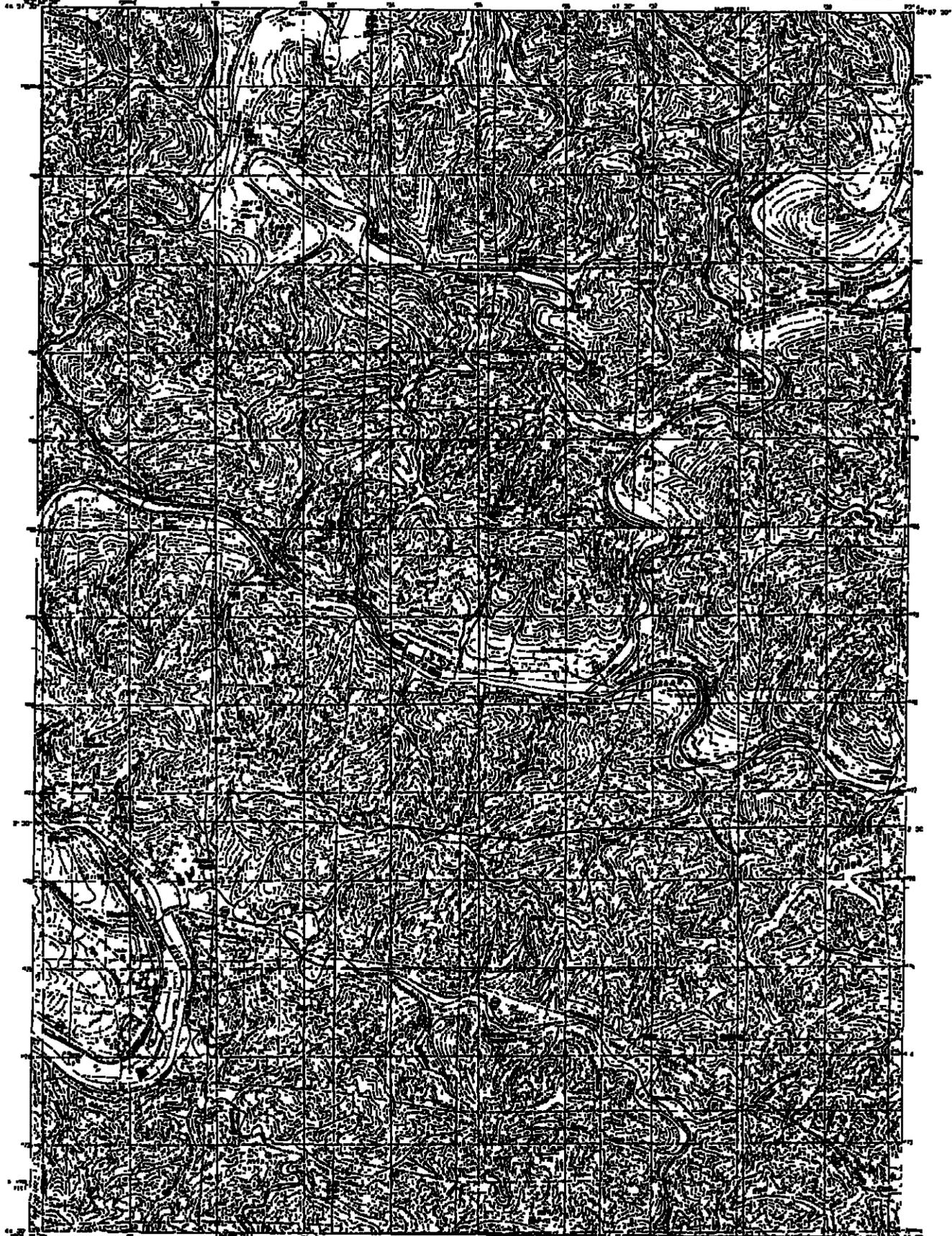
PROVISIONAL MAP
Scale of 1 inch = 2000 feet
contour interval 20 feet
contour interval 20 feet
contour interval 20 feet

1:25,000

PROVISIONAL MAP
Scale of 1 inch = 2000 feet
contour interval 20 feet
contour interval 20 feet
contour interval 20 feet

1:25,000

PROVISIONAL MAP
Scale of 1 inch = 2000 feet
contour interval 20 feet
contour interval 20 feet
contour interval 20 feet

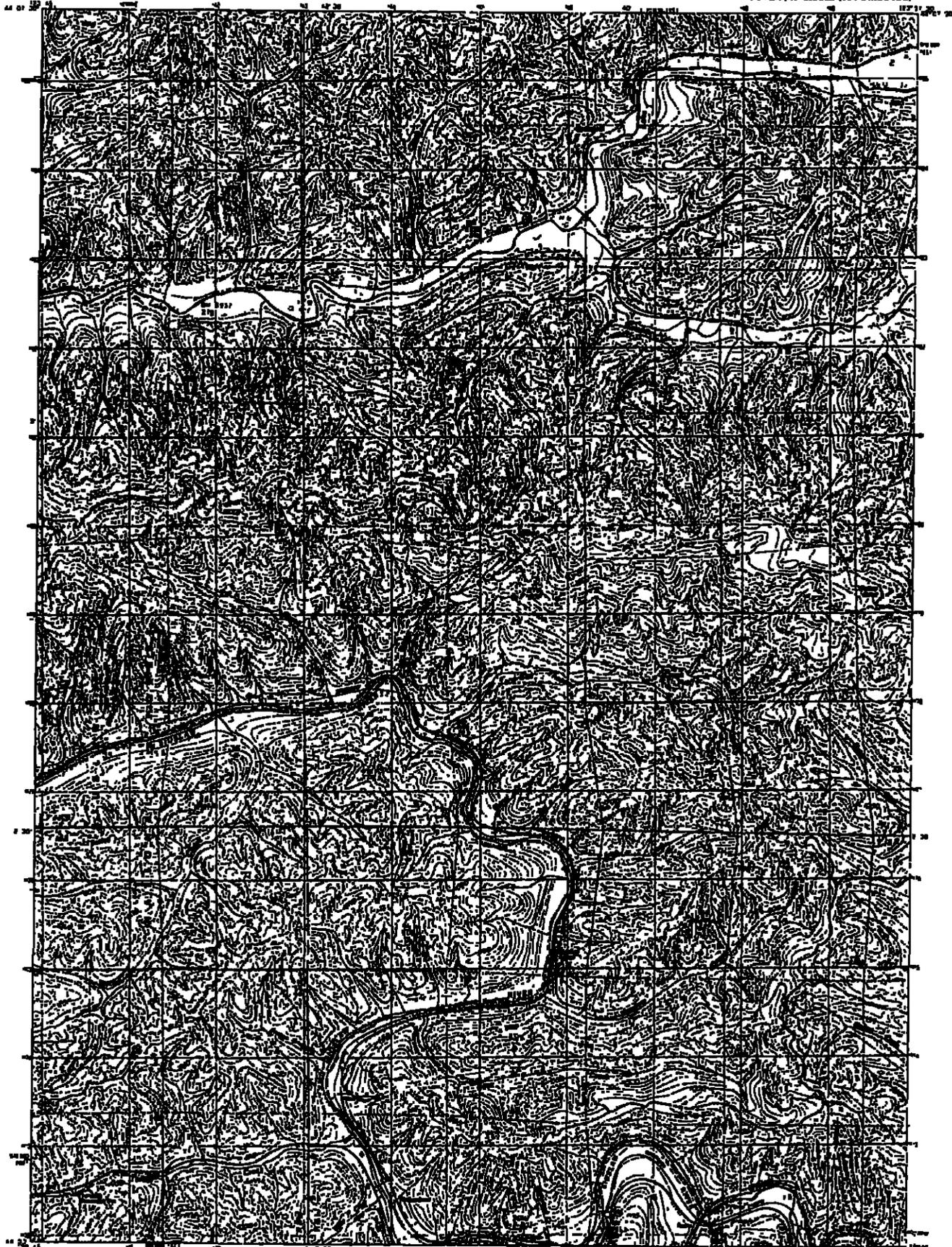


UNITED STATES GEOLOGICAL SURVEY
TOPOGRAPHIC MAPS
7.5 MINUTE SERIES
MAPLETON QUADRANGLE
TREGON-LANE COUNTY, OREGON
1954
Scale 1:62,500
Vertical Datum: Mean Sea Level
Horizontal Datum: NAD 83
Contour Interval: 20 feet
Major Contour Interval: 100 feet
Elevation in feet
This map was prepared from aerial photographs taken in 1953 and 1954. It shows the topography of the area as of that time. The map is a reproduction of the original map and is not a new edition. The map is published by the United States Geological Survey, Reston, Virginia. The map is available for purchase from the United States Geological Survey, Reston, Virginia. The map is also available for purchase from the National Geographic Society, Washington, D.C. The map is also available for purchase from the National Geographic Society, Washington, D.C. The map is also available for purchase from the National Geographic Society, Washington, D.C.

SCALE 1:62,500

UNITED STATES GEOLOGICAL SURVEY
TOPOGRAPHIC MAPS
7.5 MINUTE SERIES
MAPLETON QUADRANGLE
TREGON-LANE COUNTY, OREGON
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Scale 1:62,500
Vertical Datum: Mean Sea Level
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UNITED STATES GEOLOGICAL SURVEY
TOPOGRAPHIC MAPS
7.5 MINUTE SERIES
MAPLETON QUADRANGLE
TREGON-LANE COUNTY, OREGON
1954
Scale 1:62,500
Vertical Datum: Mean Sea Level
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Contour Interval: 20 feet
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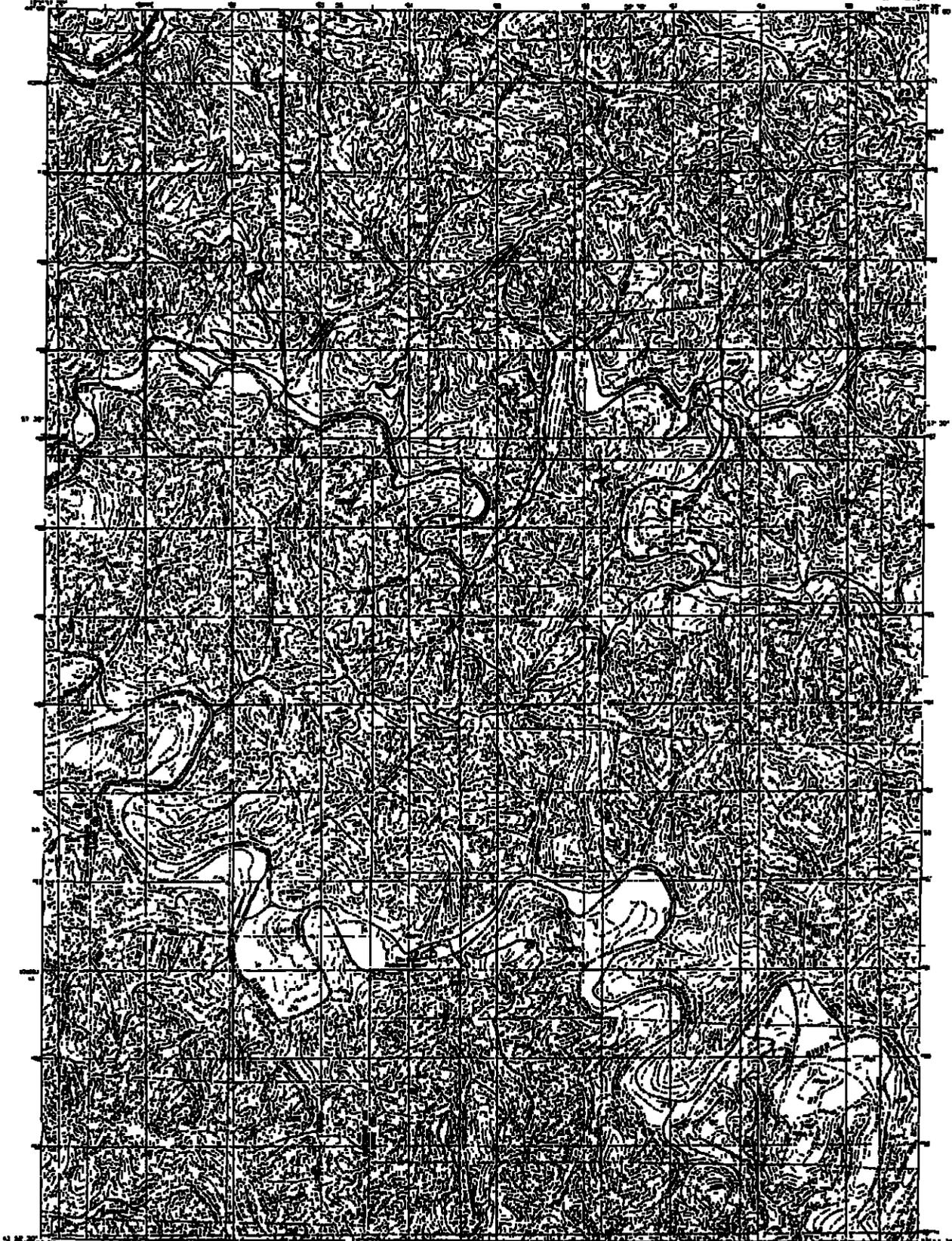
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The U.S. Geological Survey
is not responsible for
any errors or omissions
in this map. It is
published as a public
service and is not
to be used for any
other purpose.

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WASHINGTON, D.C. 20508
OR FROM THE
REGIONAL OFFICES
OF THE SURVEY



GREENLAF QUADRANGLE
OREGON LAND CO
7.5 MINUTE SERIES
TOPOGRAPHIC
1:25,000
1968



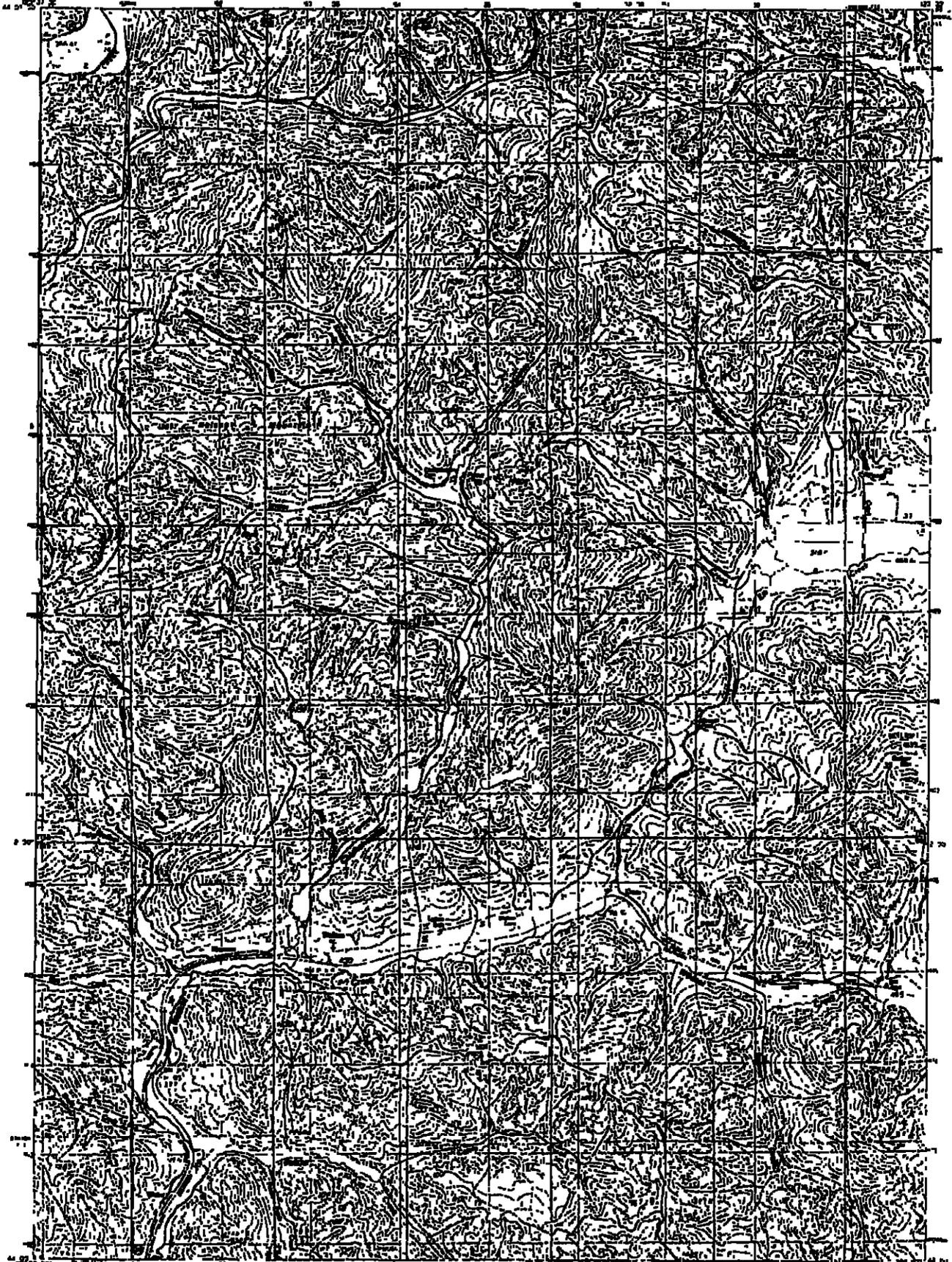
THIS MAP WAS MADE BY THE GEOLOGICAL SURVEY OF THE UNITED STATES DEPARTMENT OF THE INTERIOR. IT IS A REPRODUCTION OF A MAP MADE BY THE GEOLOGICAL SURVEY OF THE UNITED STATES DEPARTMENT OF THE INTERIOR. IT IS A REPRODUCTION OF A MAP MADE BY THE GEOLOGICAL SURVEY OF THE UNITED STATES DEPARTMENT OF THE INTERIOR.

PROMISORIAL MAP
Produced in accordance with the provisions of the Act of March 3, 1879, and the Act of August 10, 1890, under the authority of the Secretary of the Interior.

SCALE 1:25,000
Vertical scale: 1 inch = 200 feet
Horizontal scale: 1 inch = 2,000 feet



CLAY CREEK, OREGON
7.5-MINUTE SERIES, UNITED STATES GEOLOGICAL SURVEY

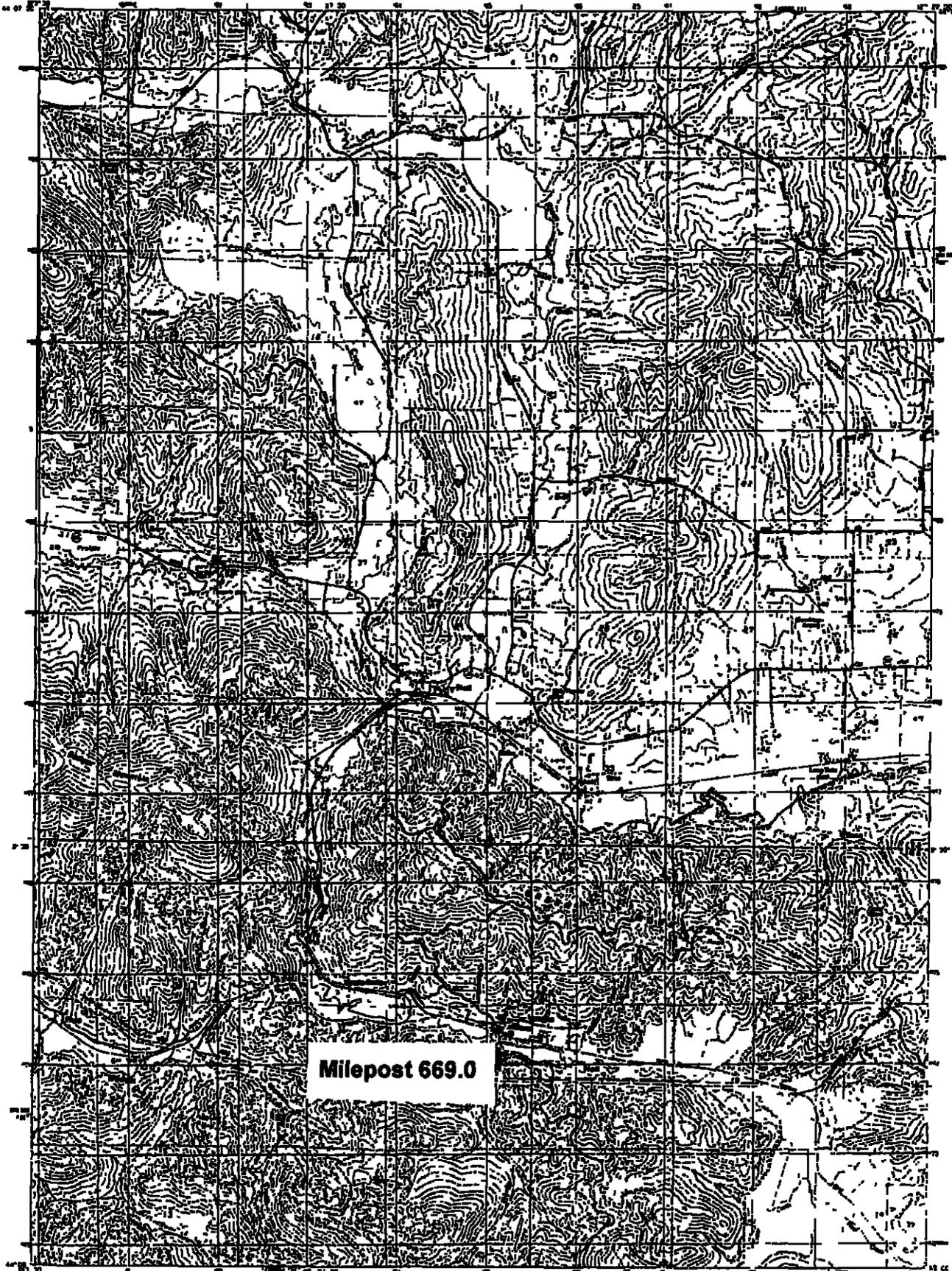


Scale 1:25,000
Vertical Exaggeration 10x
Horizontal Exaggeration 1x
Projection UTM
Datum NAD 83
Units Meters
Elevation Contours 10m
Spot Elevation 1m
Contour Interval 10m
Contour Labeling 10m
Contour Style Solid
Contour Color Black
Contour Width 0.2mm
Contour Spacing 10m
Contour Label Size 10m
Contour Label Color Black
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Contour Label Spacing 10m
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Contour Label Angle 0
Contour Label Rotation 0
Contour Label Position Top
Contour Label Orientation Vertical
Contour Label Alignment Center
Contour Label Baseline Top
Contour Label Height 10m
Contour Label Width 10m
Contour Label Length 10m
Contour Label Area 100m²
Contour Label Perimeter 100m
Contour Label Volume 1000m³
Contour Label Weight 1000g
Contour Label Density 1000g/cm³
Contour Label Mass 1000g
Contour Label Energy 1000J
Contour Label Power 1000W
Contour Label Force 1000N
Contour Label Torque 1000Nm
Contour Label Momentum 1000kg·m/s
Contour Label Impulse 1000N·s
Contour Label Charge 1000C
Contour Label Current 1000A
Contour Label Voltage 1000V
Contour Label Resistance 1000Ω
Contour Label Conductance 1000S
Contour Label Capacitance 1000F
Contour Label Inductance 1000H
Contour Label Frequency 1000Hz
Contour Label Wavelength 1000m
Contour Label Period 1000s
Contour Label Angular Velocity 1000rad/s
Contour Label Angular Acceleration 1000rad/s²
Contour Label Torque 1000Nm
Contour Label Power 1000W
Contour Label Force 1000N
Contour Label Mass 1000kg
Contour Label Density 1000kg/m³
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Contour Label Torque 1000Nm
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Contour Label Charge 1000C
Contour Label Current 1000A
Contour Label Voltage 1000V
Contour Label Resistance 1000Ω
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Contour Label Capacitance 1000F
Contour Label Inductance 1000H
Contour Label Frequency 1000Hz
Contour Label Wavelength 1000m
Contour Label Period 1000s
Contour Label Angular Velocity 1000rad/s
Contour Label Angular Acceleration 1000rad/s²

WALTON QUADRANGLE
OREGON-LARIM CO
7.5 MINUTE SERIES (TOPOGRAPHIC)
Scale 1:25,000
Vertical Exaggeration 10x
Horizontal Exaggeration 1x
Projection UTM
Datum NAD 83
Units Meters
Elevation Contours 10m
Spot Elevation 1m
Contour Interval 10m
Contour Labeling 10m
Contour Style Solid
Contour Color Black
Contour Width 0.2mm
Contour Spacing 10m
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Contour Label Offset 10m
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Contour Label Rotation 0
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Contour Label Orientation Vertical
Contour Label Alignment Center
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Contour Label Mass 1000g
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Contour Label Power 1000W
Contour Label Force 1000N
Contour Label Torque 1000Nm
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Contour Label Impulse 1000N·s
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Contour Label Current 1000A
Contour Label Voltage 1000V
Contour Label Resistance 1000Ω
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Contour Label Capacitance 1000F
Contour Label Inductance 1000H
Contour Label Frequency 1000Hz
Contour Label Wavelength 1000m
Contour Label Period 1000s
Contour Label Angular Velocity 1000rad/s
Contour Label Angular Acceleration 1000rad/s²

Scale 1:25,000
Vertical Exaggeration 10x
Horizontal Exaggeration 1x
Projection UTM
Datum NAD 83
Units Meters
Elevation Contours 10m
Spot Elevation 1m
Contour Interval 10m
Contour Labeling 10m
Contour Style Solid
Contour Color Black
Contour Width 0.2mm
Contour Spacing 10m
Contour Label Size 10m
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Contour Label Capacitance 1000F
Contour Label Inductance 1000H
Contour Label Frequency 1000Hz
Contour Label Wavelength 1000m
Contour Label Period 1000s
Contour Label Angular Velocity 1000rad/s
Contour Label Angular Acceleration 1000rad/s²

Exhibit 4



Milepost 669.0

CONTAINS 100,000 SQUARE FEET OF
MAP AREA. THIS MAP IS A PART OF THE
7.5-MINUTE SERIES. THE SCALE IS
1:25,000. THE MAP IS PRINTED ON
A 10x10 INCH GRID. THE MAP IS
PRINTED ON A 10x10 INCH GRID.
TO OBTAIN A COPY OF THIS MAP,
CONTACT THE GEOLOGICAL SURVEY,
WASHINGTON, D.C. 20508.

PROVISIONAL MAP
Printed from original
manuscript drawings. Refer
to the original drawings for
details.

1:25,000
Scale of map
1 inch = 2,000 feet
1 centimeter = 200 meters

Scale of map
1 inch = 2,000 feet
1 centimeter = 200 meters
NOV 1966
PROVISIONAL EDITION 1966
GPO : 1966 O - 350-000

Central Oregon & Pacific Railroad BRIDGE LIST

LINE: Coos Bay Subdivision
Eugene, OR - Couquille, OR

BRDG NO	LOCATION	ST	MILE POST	SEC NO	SPANS	TYPE	TIMBER/ STEEL BENTS	PIERS TIMBER	CONC/ STEEL PIERS	ABUT MENTS	YEAR CONST	SEC- TION LGTH	AVG LGTH SPAN	EST HGT MAX
671 89	Vaughn	OR	671 89	1	8	ODPT	7					90 0	15 0	20 0
674 03	Vaughn	OR	674 03	1	2	ODPT	3					30 0	15 0	8 0
676 23	Vaughn	OR	676 23	1	1	STL				2	1913	61 0	61 0	16 0
677 05	Vaughn	OR	677 05	1	4	STL	5					60 0	15 0	5 0
677 80	Vaughn	OR	677 80	1	4	ODPT	5					51 0	14 3	10 0
677 80	Vaughn	OR	677 80	2	1	TPG			2			83 0	83 0	20 0
677 80	Vaughn	OR	677 80	3	3	ODPT	4					45 0	15 0	12 0
678 43	Richardson	OR	678 43	1	5	ODPT	6					72 0	14 5	12 0
678 43	Richardson	OR	678 43	2	1	TPG			2			123 0	123 0	16 0
678 43	Richardson	OR	678 43	3	3	ODPT	4					43 0	14 5	11 0
680 17	Richardson	OR	680 17	1	1	Thru Truss				2		150 0	150 0	20 0
680 48	Richardson	OR	680 48	1	1	TPG				2	1913	102 0		11 0
680 77	Richardson	OR	680 77	1	1	TPG				2		102 0	102 0	11 0
681 08	Richardson	OR	681 08	1	2	TPG			1	2	1913	156 0	156 0	8 0
Tunnel 14	Richardson	OR	681 09	1		Tunnel						417 0		
681 45	Richardson	OR	681 45	1	2	DPG			1	2		223 0		20 0

Central Oregon & Pacific Railroad BRIDGE LIST

LINE- Coos Bay Subdivision
Eugene, OR - Couquille, OR

BRDG NO	LOCATION	ST	MILE POST	SEC NO	SPANS	TYPE	TIMBER/ STEEL BENTS	PIERS TIMBER	CONC/ STEEL PIERS	ABUT MENTS	YEAR CONST	SEC- TION LGTH	AVG LGTH SPAN	EST HGT MAX
682 18	Richardson	OR	682 18	1	1	TPG			1	1		201 0		30 0
682 18	Richardson	OR	682 18	2	2	DPG			2	1		50 0		30 0
683 36	Richardson	OR	683 36	1	1	TPG			1	1		155 0		15 0
683 36	Richardson	OR	683 36	2	2	Thru Truss			2			200 0	100 0	15 0
683 36	Richardson	OR	683 36	3	1	TPG				1		120 0		15 0
687 03	Richardson	OR	687 03	1	5	ODPT	6				1935	58 0	15 0	18 0
687 88	Richardson	OR	687 88	1	6	ODPT	7				1939	86 0	15 0	17 0
689 23	Richardson	OR	689 23	1	1	BDPT	2					15 0	15 0	4 0
690 47	Richardson	OR	690 47	1	1	TPG				2		61 0	61 0	6 0
690 85	Richardson	OR	690 85	1	2	TPG			1	1	1914	63 0		20 0
690 85	Richardson	OR	690 85	2	1	Thru Truss			2			100 0	100 0	20 0
690 85	Richardson	OR	690 85	3	1	TPG				1				20 0
691 05	Richardson	OR	691 05	1	1	DPG			1	1				15 0
691 05	Richardson	OR	691 05	2	2	Thru Truss			3			250 0	125 0	25 0
691 05	Richardson	OR	691 05	3	9	ODPT	10				1934	138 0	15 3	20 0
691 38	Richardson	OR	691 38	1	1	ODFT	2					15 0	15 0	2 0
692 06	Swishome	OR	692 06	1	1	BDPT	2					15 0	15 0	2 0
693 27	Swishome	OR	693 27	1	5	BDPT	6				1928	75 0	15 0	12 0
694 32	Swishome	OR	694 32	1	10	ODPT	11				1936	130 0	14 6	22 0
694 32	Swishome	OR	694 32	2	1	Thru Truss			2			200 0	200 0	25 0
694 32	Swishome	OR	694 32	3	6	ODPT	7					90 0	14 6	20 0
694 78	Swishome	OR	694 78	1	2	TFT			1	2		314 0		15 0
694 78	Swishome	OR	694 78	2	1	Thru Truss			2			150 0	150 0	20 0
694 78	Swishome	OR	694 78	3		DPG						163 0		15 0
694 98	Swishome	OR	694 98	1	1	ODFT	2					15 0		2 0
696 66	Swishome	OR	696 66	1	5	BDFT	6					75 0		15 0
696 66	Swishome	OR	696 66	2	1	Thru Truss			2			150 0	150 0	20 0
696 66	Swishome	OR	696 66	3	9	ODPT	10					138 0		21 0
700 37	Tide	OR	700 37	1	8	ODPT	9				1939	119 0		19 0
702 65	Mapleton	OR	702 65	1	9	ODPT/OD FT	10					129 0		18 0
702 95	Mapleton	OR	702 95	1	4	ODPT	5					60 0		8 0
710 20	Beck	OR	710 20	1	7	BDPT	8					108 0		15 0
711 37	Beck	OR	711 37	1	5	BDPT	6					75 0		14 0
711 67	Beck	OR	711 67	1	5	BDPT	6					75 0		14 0
712 16	Wendson	OR	712 16	1	4	BDPT	5					60 0		14 0
712 80	Wendson	OR	712 80	1	4	ODPT	5					60 0		9 0
716 4	Cushman	OR	716 40	1	1	TPG		1		1	1933	54 0	54 0	19 0
716 4	Cushman	OR	716 40	2	9	ODPT	10					115 0		19 0
716 4	Cushman	OR	716 40	3	4	Thru Truss			5		1933	686 0		30 0
716 4	Cushman	OR	716 40	4	170	ODPT/OD FT	171					2522 0		18 0
718 12	Canary	OR	718 12	1	1	CONC				2		30 0		12 0
719 07	Canary	OR	719 07	1	7	ODPT	8				1931	105 0		24 0
719 21	Canary	OR	719 21	1	21	ODPT	22					312 0		24 0
Tunnel 15	Canary	OR	720 73	1		Tunnel						2143 0		
Tunnel 16	Canary	OR	721 52	1		Tunnel						617 0		

Central Oregon & Pacific Railroad BRIDGE LIST

LINE: Coos Bay Subdivision
Eugene, OR - Couquille, OR

BRDG NO	LOCATION	ST	MILE POST	SEC NO	SPANS	TYPE	TIMBER/ STEEL BENTS	PIERS TIMBER	CONC/ STEEL PIERS	ABUT MENTS	YEAR CONST	SEC- TION LGTH	AVG LGTH SPAN	EST HGT MAX
724 22	Kroll	OR	724 22	1	4	Concrete Tub	5					120 0		15 0
725 96	Kroll	OR	725 96	1	37	ODPT	38				1975	577 0		10 0
726 31	Kroll	OR	726 31	1	65	ODFT	66				1973	890 0		8 0
727 35	Kroll	OR	727 35	1	40	CONC	39			2		1200 0		16 0
Tunnel 17	Kroll	OR	727 70	1		Tunnel	103							
728 51	Kroll	OR	728 51	1	18	ODPT	19				1930	520 0		10 0
729 04	Kroll	OR	729 04	1	28	ODPT	27				1936	580 0		18 0
729 17	Kroll	OR	730 17	1	18	Concrete Slab	18			2	1981	472 0		16 0
730 56	Kroll	OR	730 56	1	12	ODPT	13							10 0
730 56	Kroll	OR	730 56	2	4	CONC	5							10 0
730 56	Kroll	OR	730 56	3	19	ODPT	19							9 5
730 56	Kroll	OR	730 56	4	2	STL			3					10 0
730 56	Kroll	OR	730 56	5	35	ODPT/OD FT	36							9 5
731 65	Kroll	OR	731 65	1	63	ODPT	64					840 0		9 0
731 65	Kroll	OR	731 65	2	1	STL						102 0		10 0
731 65	Kroll	OR	731 65	3	166	ODPT/OD FT	167					1242 0		9 0
732 84	Kroll	OR	732 84	1	25	ODPT/OD FT	26					370 0		8 0
732 84	Kroll	OR	732 84	2	1	DPG		2				28 0		7 0
732 84	Kroll	OR	732 84	3	19	ODPT/OD FT	20					221 0		9 0
733 88	Kroll	OR	733 88	1	35	CONC	34			2		1128 0		18 0
733 95	Kroll	OR	733 95	1	38	CONC		37		2		1170 0		20 0
Tunnel 18	Kroll	OR	734 48	1		Tunnel	152							
735 86	Kroll	OR	735 86	1	5	ODPT	6				1931	80 0		14 0
736 03	Gardiner Jct	OK	736 03	1	5	ODPT	6				1926	50 0		14 0
736 51	Gardiner	OR	736 51	1	3	ODPT	4				1926	50 0		9 0
737 33	Gardiner	OR	737 33	1	6	BDPT	7					90 0		13 0
738 70 Main	Reedsport	OR	738 70	1	2	ODPT	3					30 0		7 5
738 70 Siding	Reedsport	OR	738 70	1	2	ODPT	3					30 0		7 5
738 94	Gardiner JCT	OR	738 94	1	27	ODPT/OD FT	28					350 0		13 0
739 14	Gardiner	OR	739 14	1	25	ODPT	26					37 0		18 0
739 14	Gardiner	OR	739 14	2	1	TPG			2			50 0		
739 14	Gardiner	OR	739 14	3	11	ODPT/OD FT	12					180 0		13 0
739 43	Reedsport	OR	739 43	1	18	ODPT	19					283 0		15 0
739 43	Reedsport	OR	739 43	2	1	TPG			2			92 0		
739 43	Reedsport	OR	739 43	3	8	ODPT/OD FT	8					117 0		15 0
739 68	Reedsport	OR	739 68	1	4	ODPT	5					80 0		16 0
739 68	Reedsport	OR	739 68	2	11	Thru Truss			12			1598 0		30 0
739 68	Reedsport	OR	739 68	3	4	ODPT	5					80 0		16 0
740 25 Main	Reedsport	OR	740 25	1	4	ODPT	5					61 0		7 0
740 84	Reedsport	OR	740 84	1	16	CONC	15			2		480 0	30 0	16 0
741 35	Reedsport	OR	741 35	1	4	ODPT/OD FT	5					50 0		9 0

Central Oregon & Pacific Railroad BRIDGE LIST

LINE: Coos Bay Subdivision
Eugene, OR - Couquille, OR

BRDG NO	LOCATION	ST	MILE POST	SEC NO	SPANS	TYPE	TIMBER/ STEEL BENTS	PIERS TIMBER	CONC/ STEEL PIERS	ABUT MENTS	YEAR CONST	SEC- TION LGTH	AVG LGTH SPAN	EST HGT MAX
741 74	Reedsport	OR	741 74	1	3	ODPT/OD FT	4					45 0		9 0
742 05	Reedsport	OR	742 05	1	3	ODFT	4					45 0		8 5
742 24	Reedsport	OR	742 24	1	8	ODPT	9				1928	125 0		12 0
742 72	Reedsport	OR	742 72	1	9	ODPT/OD FT	10					137 0		11 0
742 95	Reedsport	OR	742 98	1	4	ODPT	5					60 0		8 0
743 20	Reedsport	OR	743 20	1	3	BDPT	4					45 0		8 0
743 73	Reedsport	OR	743 73	1	9	ODPT	10				1934	135 0		11 5
743 88	Reedsport	OR	743 88	1	8	ODPT	9				1934	120 0		12 0
743 97	Reedsport	OR	743 97	1	7	ODPT	8				1937	103 0		12 0
744 24	Reedsport	OR	744 24	1	5	BDPT	6				1929	75 0		11 0
744 44	Reedsport	OR	744 44	1	5	BDPT	6					75 0		10 0
744 70	Reedsport	OR	744 70	1	5	BDPT	6				1925	75 0		11 0
744 83	Reedsport	OR	744 83	1	5	BDPT	6				1928	75 0		9 0
Tunnel 19	Reedsport	OR	745 82	1		Tunnel								
748 06	Lakeside	OR	748 06	1	6	BDPT	7				1931	80 0		7 5
748 44	Lakeside	OR	748 44	1	2	BDPT	3				1930	30 0		3 6
748 68	Lakeside	OR	748 68	1	5	ODFT	6					75 0		7 5
749 89	Lakeside	OR	749 89	1	31	CONC	30			2		823 0		14 0
Tunnel 20	Lakeside	OR	750 12	1		Tunnel								
750 48	Lakeside	OR	750 48	1	66	ODFT	86					94 0		8 5
750 48	Lakeside	OR	750 48	2	1	DPG		2				80 0	80 0	3 0
750 46	Lakeside	OR	750 46	3	54	ODFT	55					505 0		8 5
751 02	Lakeside	OR	751 02	1	20	ODPT/OD FT	21					315 0		8 5
Tunnel 21	Lakeside	OR	751 23	1		Tunnel								
752 99	Lakeside	OR	752 99	1	12	ODPT	13					80 0		15 0
753 48	Lakeside	OR	753 48	1	7	ODPT	8					105 0		16 0
753 97	Lakeside	OR	753 97	1	1	TPG				2				16 0
755 63	Lakeside	OR	755 63	1	5	ODPT	6					75 0		7 5
756 13	Hauser	OR	756 13	1	5	ODFT	6					75 0		10 0
756 55	Hauser	OR	756 55	1	5	ODPT/OD FT	6					75 0		2 0
757 37	Hauser	OR	757 37	1	5	ODFT	6					75 0		8 0
761 13	North Bend	OR	761 13	1	3	WSB	4					45 0		8 0
761 53	North Bend	OR	761 53	1	3	WSB	4					45 0		8 0

Central Oregon & Pacific Railroad BRIDGE LIST

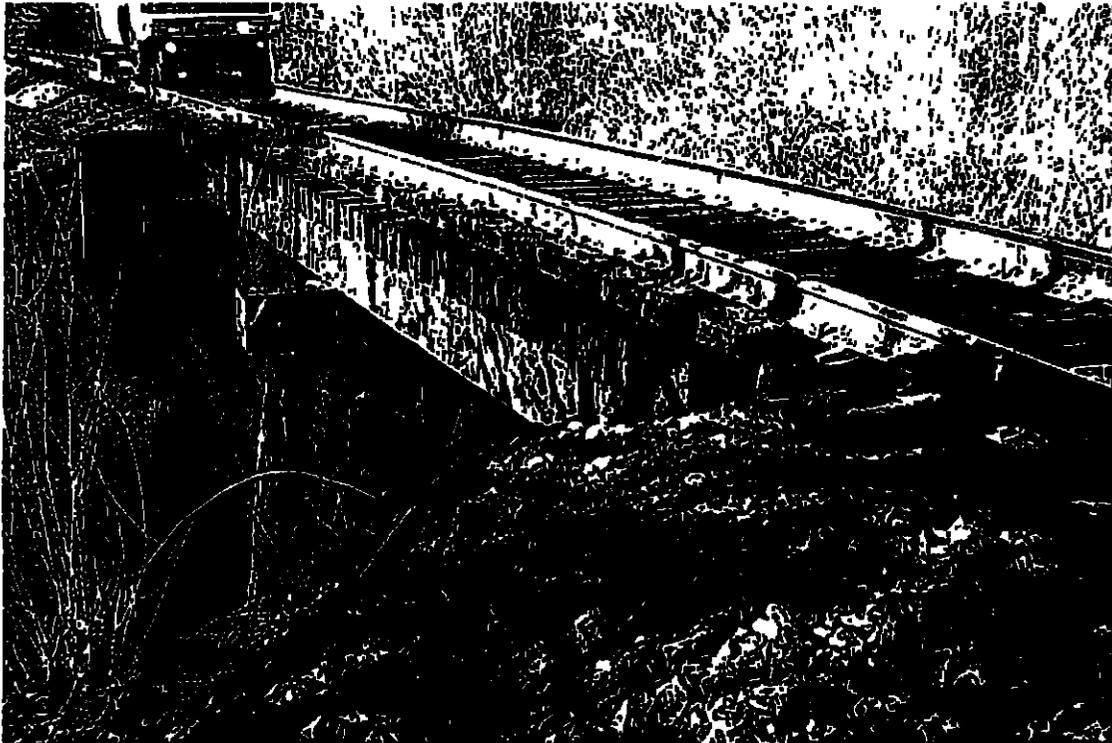
LINE- Coos Bay Subdivision
Eugene, OR - Couquille, OR

BRDG NO	LOCATION	ST	MILE POST	SEC NO	SPANS	TYPE	TIMBER/ STEEL BENTS	PIERS TIMBER	CONC/ STEEL PIERS	ABUT MENTS	YEAR CONST	SECTION LGTH	AVG LGTH SPAN	EST HGT MAX
763 55	North Bend	OR	763 55	1	21	BDPT	22					320 0		16 0
763 55	North Bend	OR	763 55	2	12	Thru Truss			13			2213 0		16 0
763 55	North Bend	OR	763 55	3	37	BDPT	38					555 0	14 5	16 0
769 11	Coos Bay	OR	769 11	1	13	ODPT	14					68 0		9 0
769 11	Coos Bay	OR	769 11	2	3	DPG			4			102 0		9 0
769 11	Coos Bay	OR	769 11	3	7	ODPT	8					87 0		12 0
771 76	Coos Bay	OR	771 76	1	6	ODPT	7				1930	90 0		10 0
773 94	Hayden	OR	773 94	1	3	ODPT	4					45 0		12 0
774 8	Hayden	OR	774 80	1		CONC	2			2		90 0		
776 56	Hayden	OR	776 56	1	3	ODPT	4					45 0		8 0
777 03	Hayden	OR	777 03	1	2	ODPT	3					24 0		8 0
779 80	Couquille	OR	779 80	1	4	ODPT	5					80 0		8 0
782 35	Couquille	OR	782 35	1	3	ODPT	4				1938	45 0		8 0
782 53	Couquille	OR	782 53	1	4	ODPT	5				1938	60 0		10 0
785 26	Couquille	OR	785 26	1	4	ODPT	5					60 0		12 0
785 33	Couquille	OR	785 33	1	4	ODPT	5				1938	60 0		10 0
785 96	Couquille	OR	785 96	1	26	ODPT	23				1935			10 0

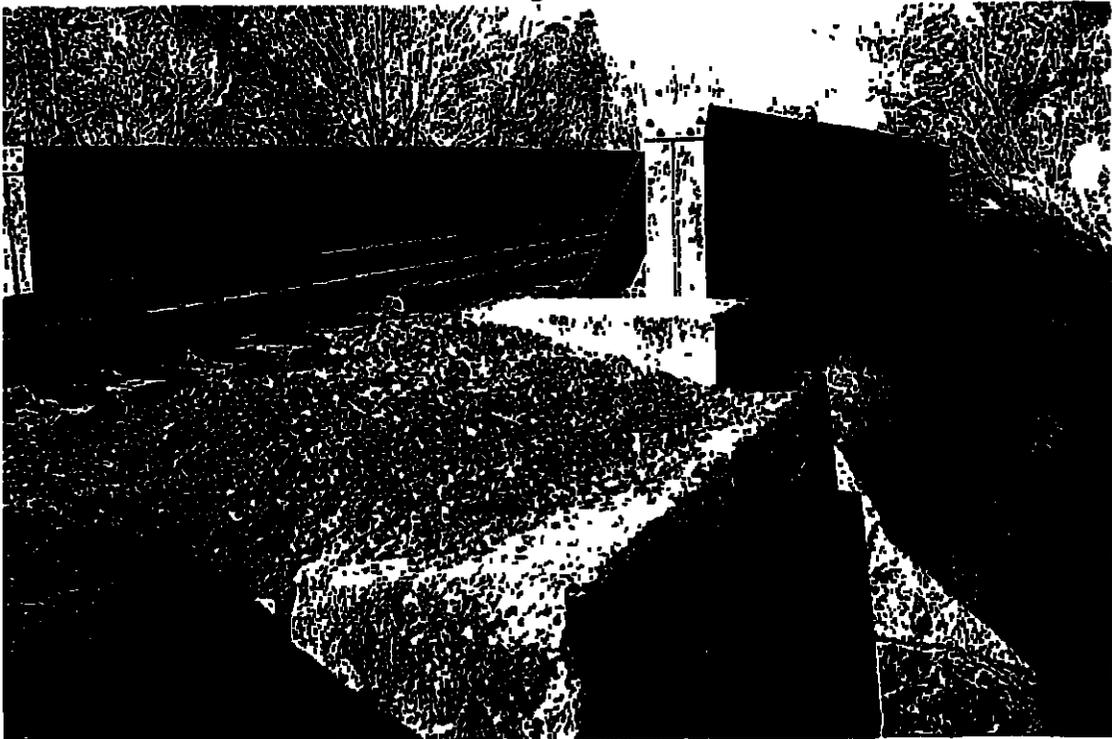
CORP Owned Bridges– Coos Bay Sub MP
669.0 – MP 763.13



Bridge 671 89



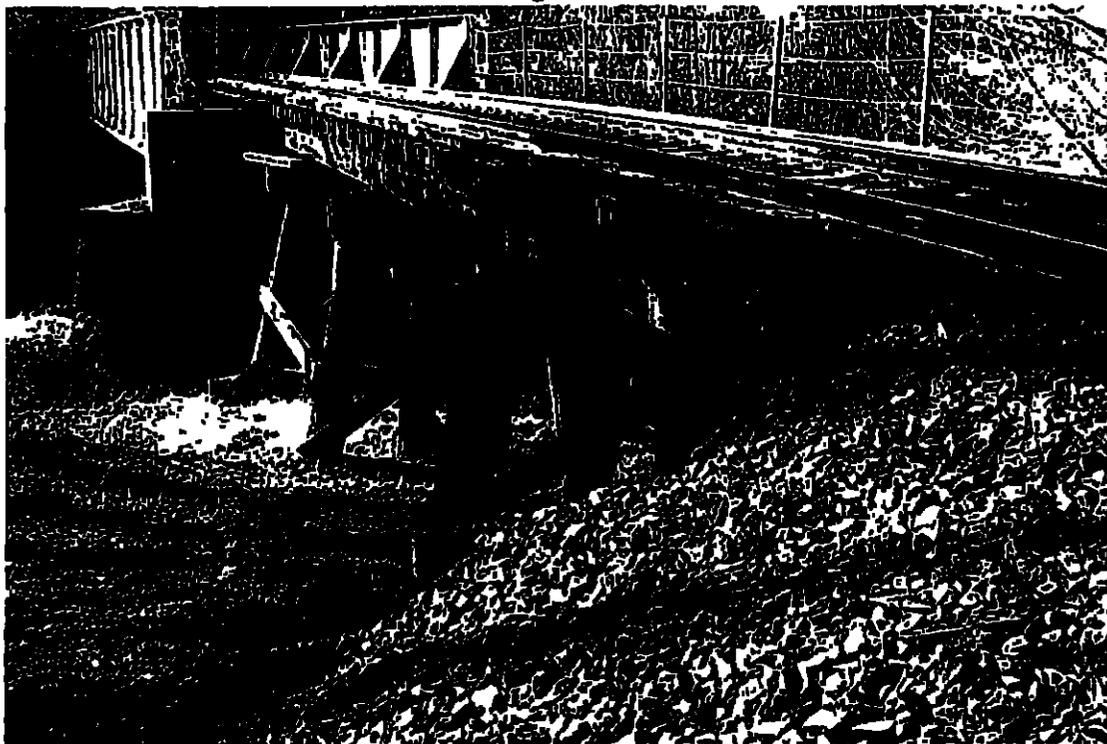
Bridge 674 03



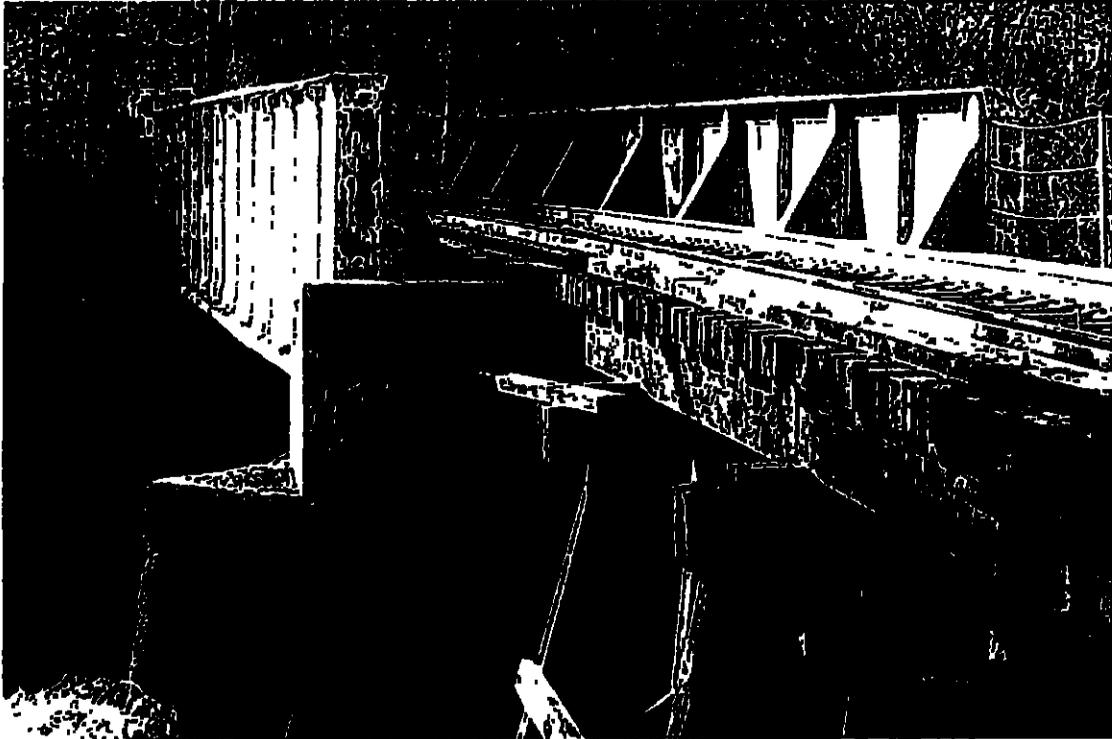
Bridge 676 23



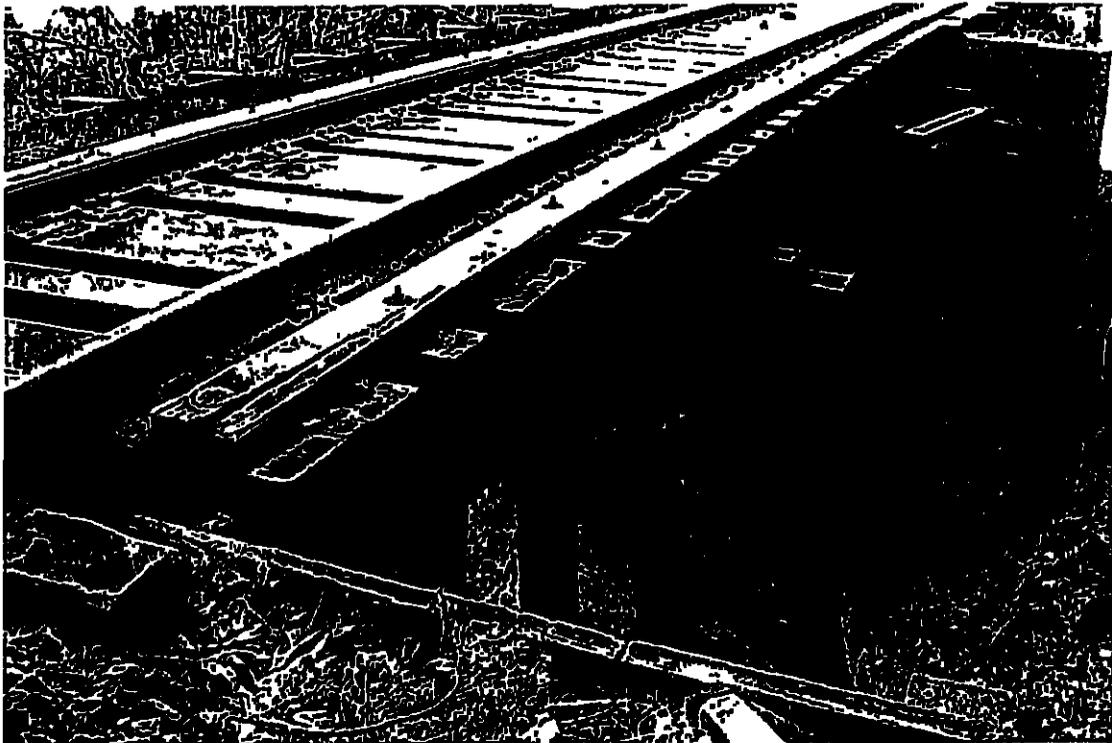
Bridge 677 05



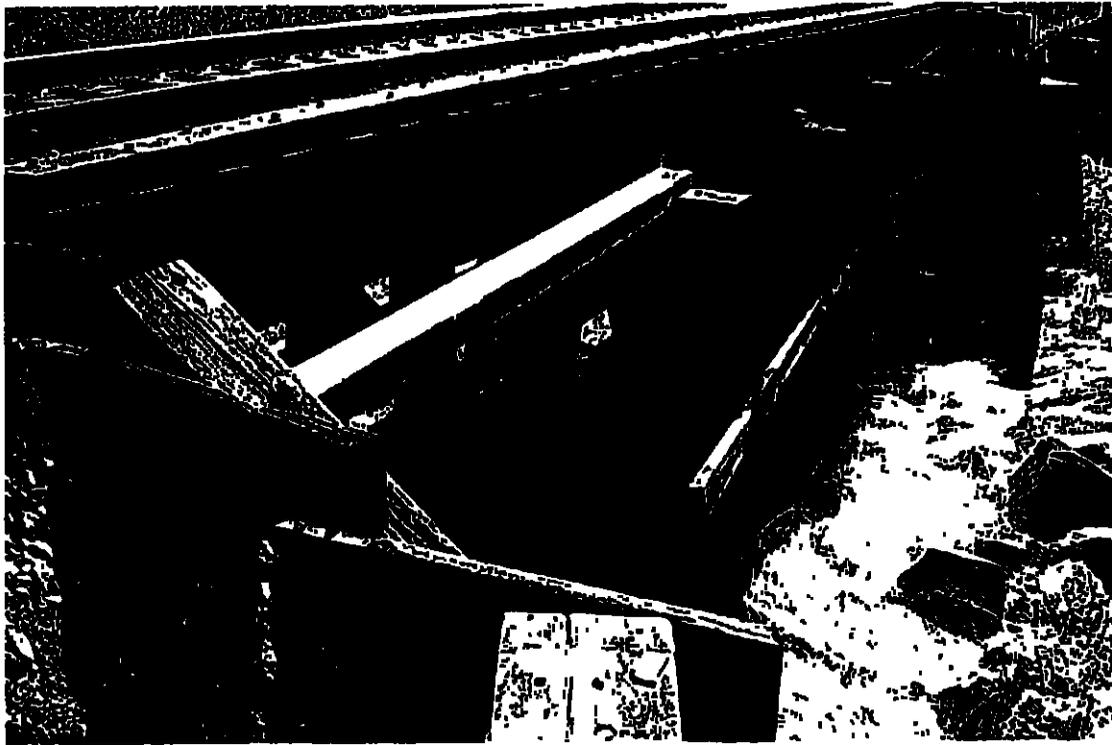
Bridge 677 80 Section 1



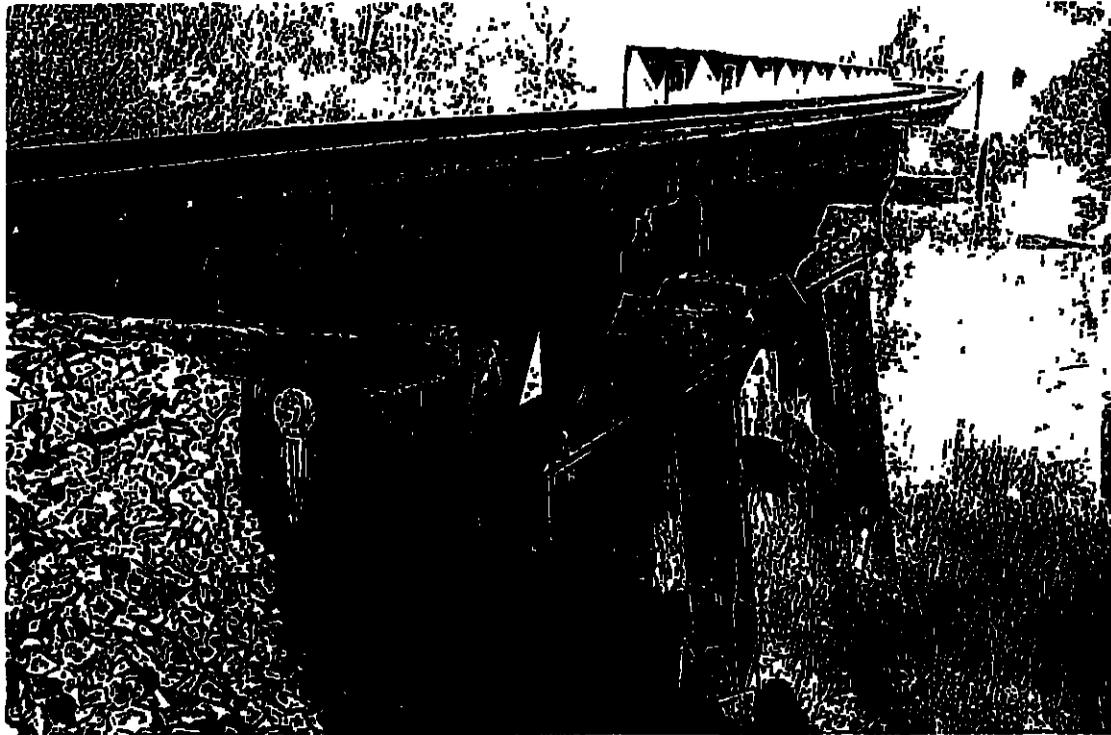
Bridge 677.80 Section 2



Bridge 677.80 Section 3



Bridge 678 43 Section 1



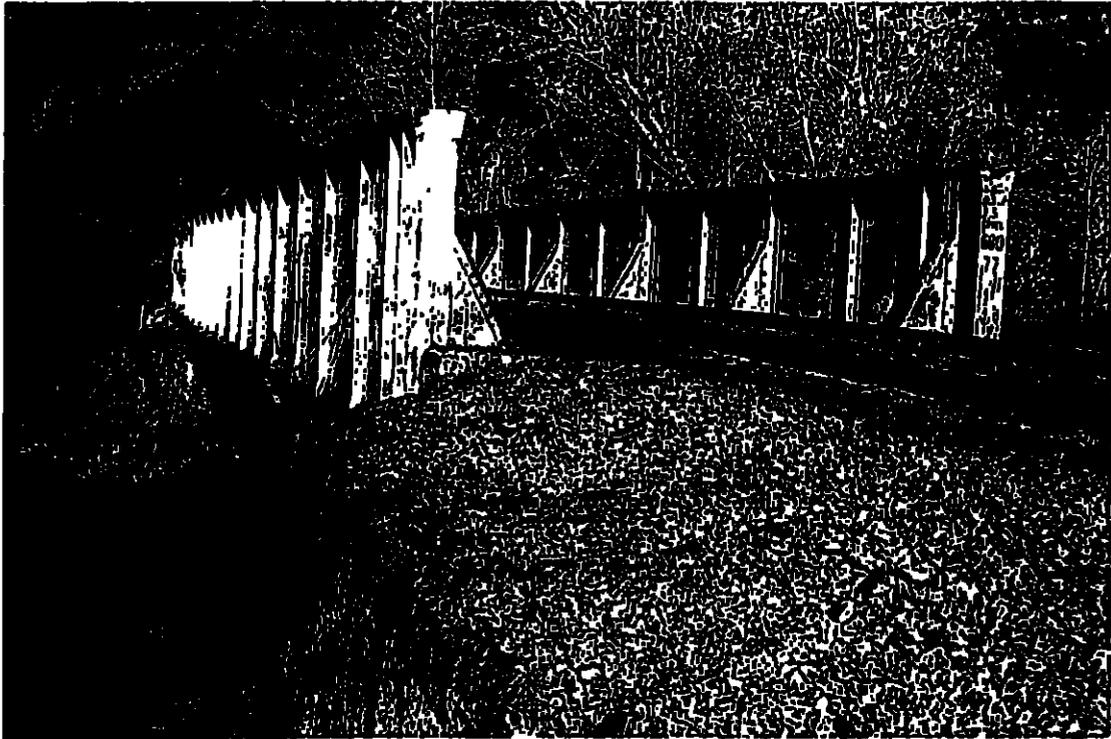
Bridge 678 43 Section 3



Bridge 680 17



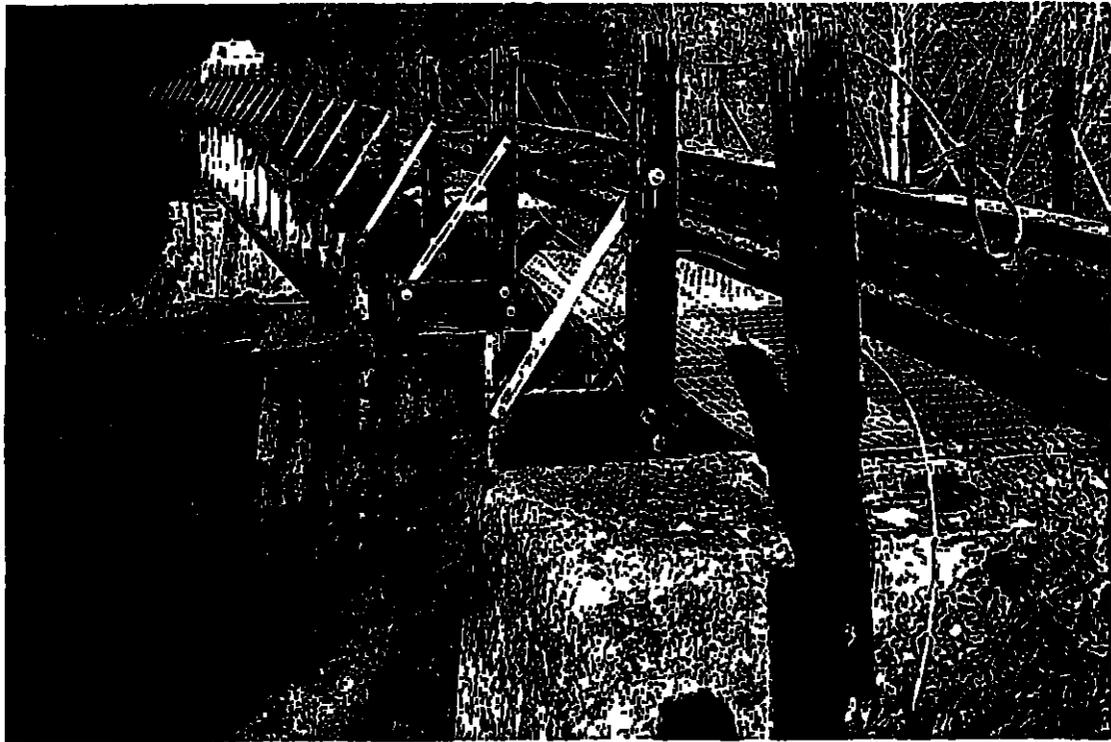
Bridge 680 46



Bridge 680 77



Bridge 681 08



Bridge 681 45



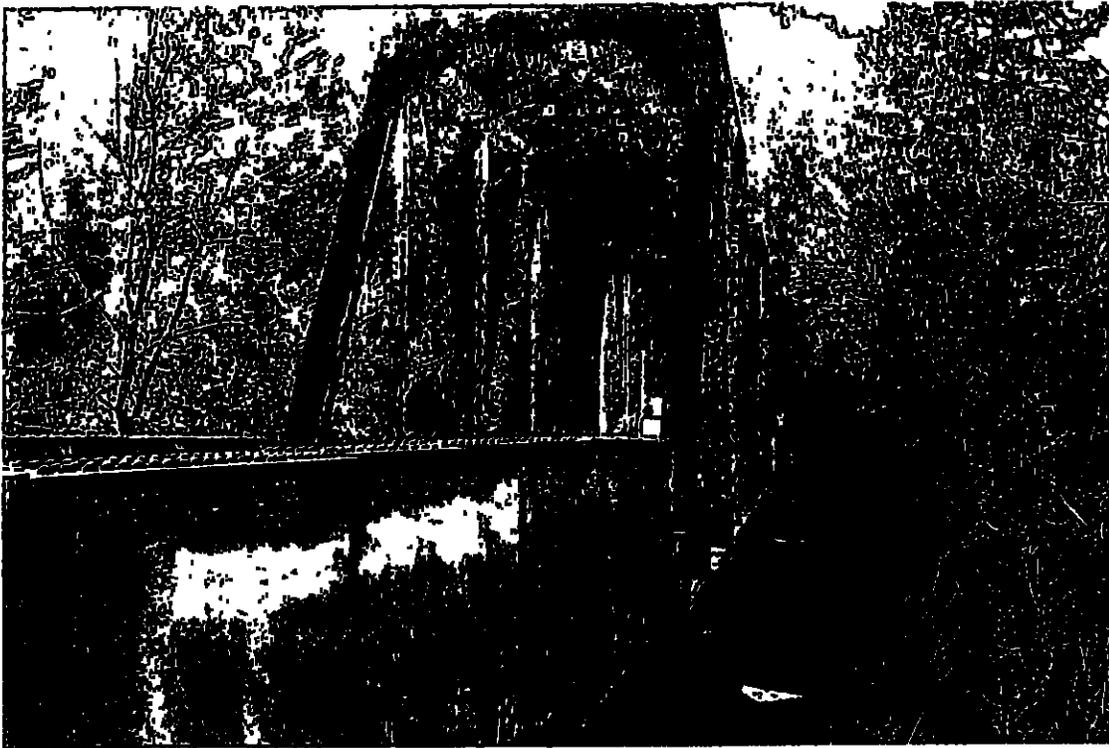
Bridge 682 18 Section 1



Bridge 682.18 Section 2



Bridge 683 36 Section 1



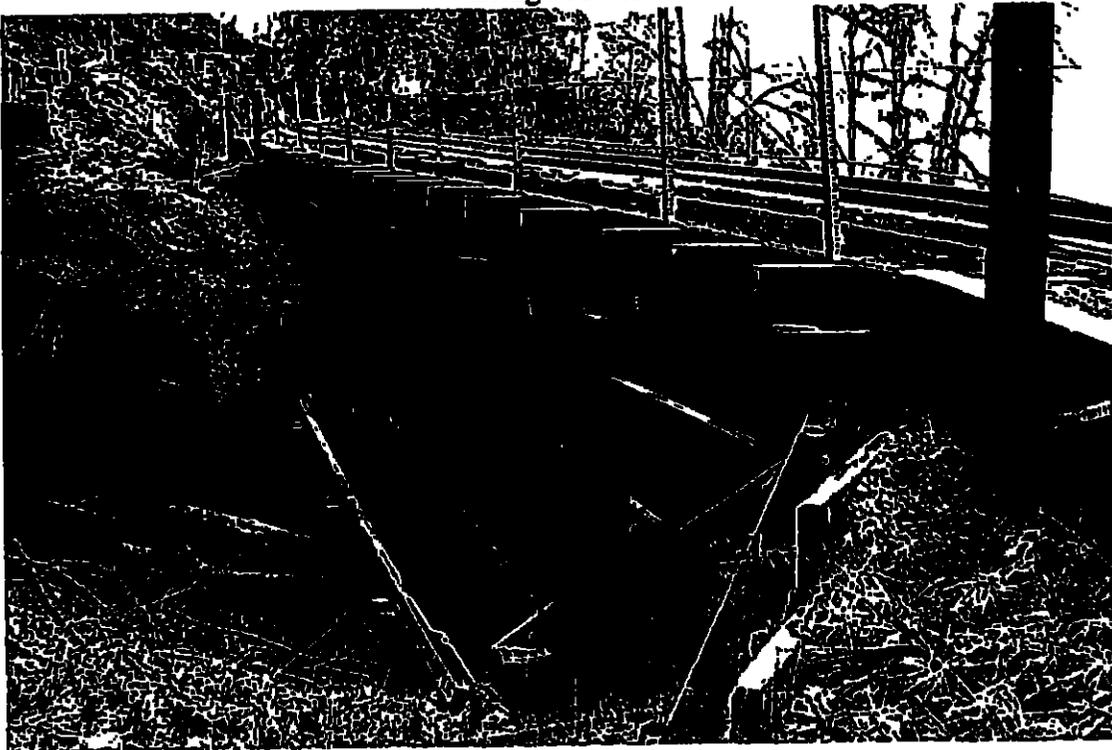
Bridge 683 36 Section 2



Bridge 683 36 Section 3



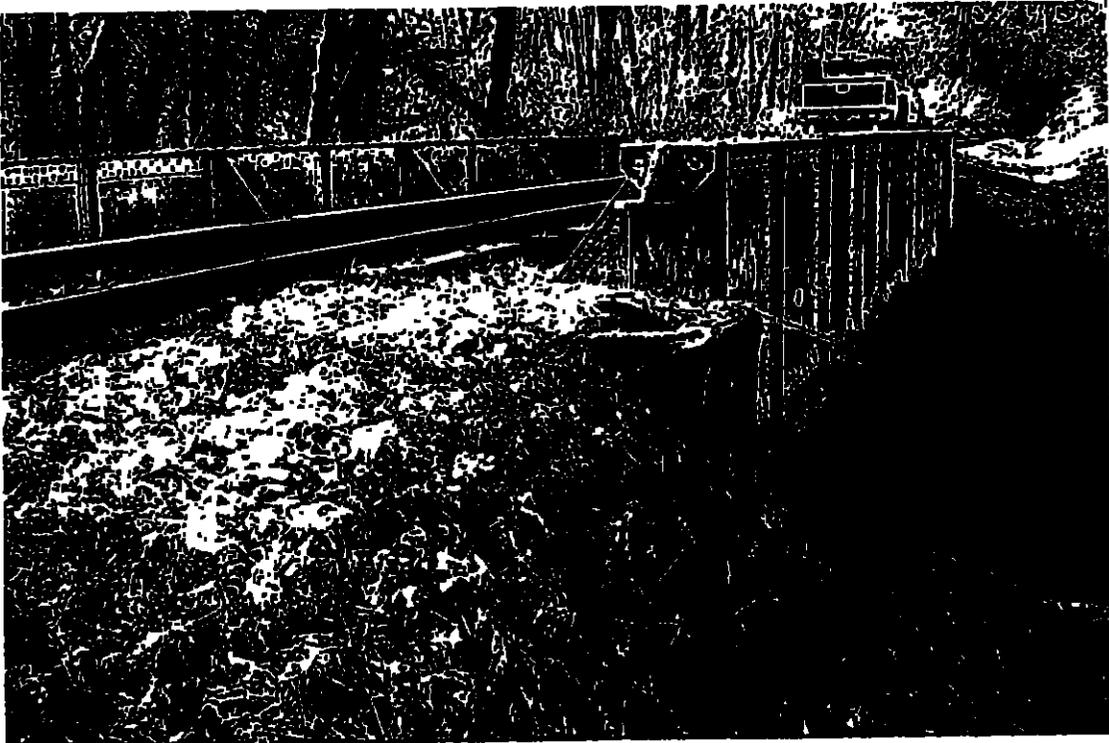
Bridge 687 03



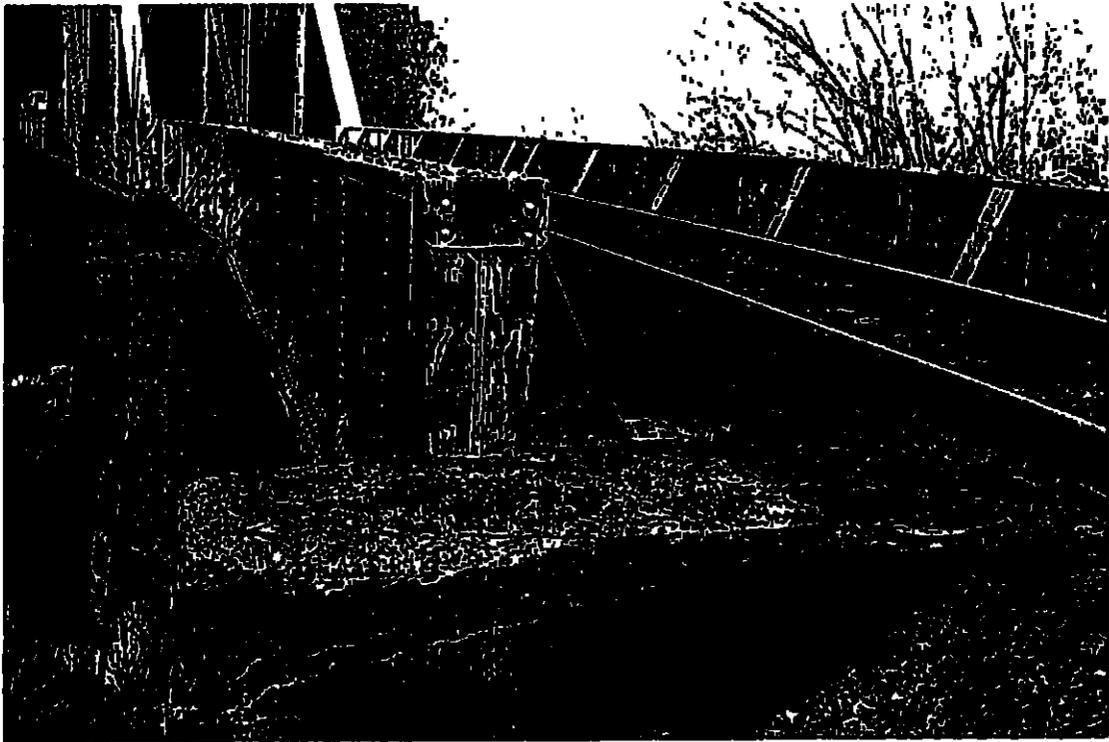
Bridge 687 88



Bridge 689.23



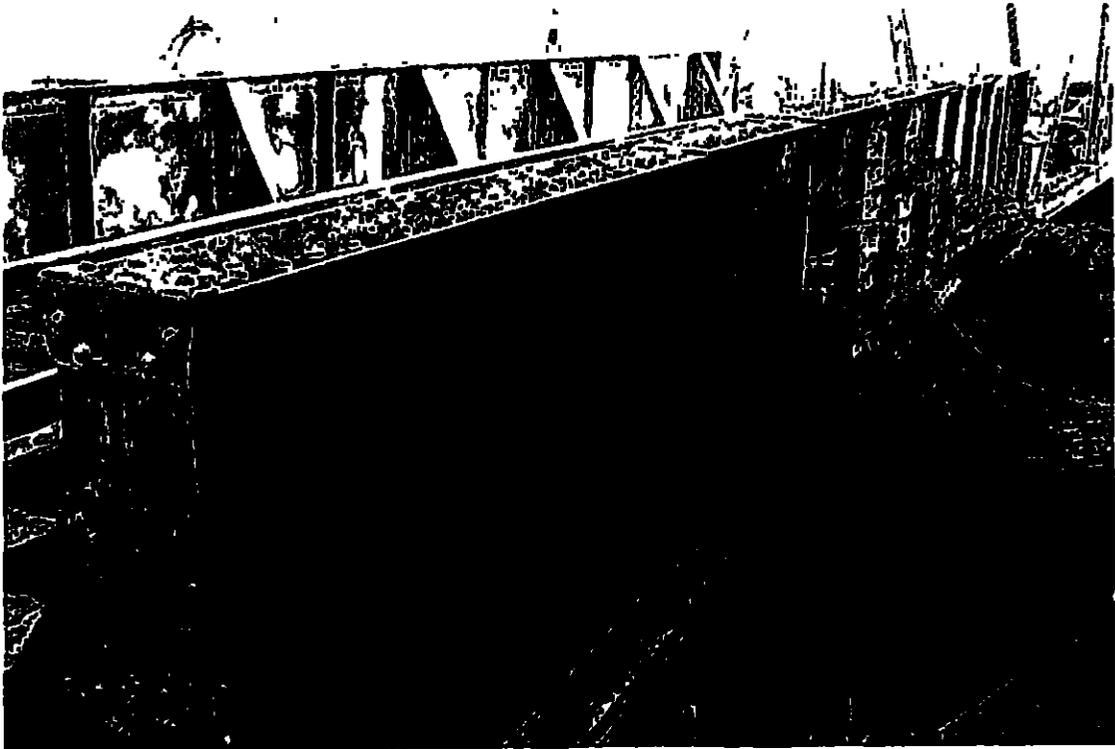
Bridge 690 47



Bridge 690 85 Section 1



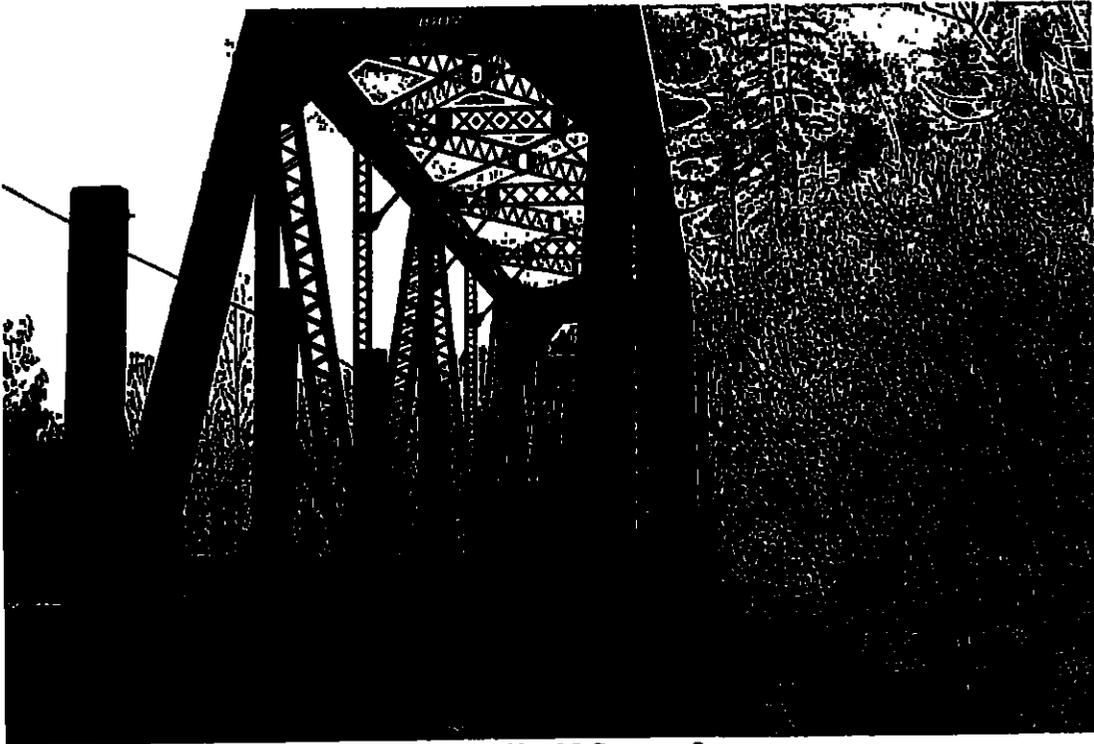
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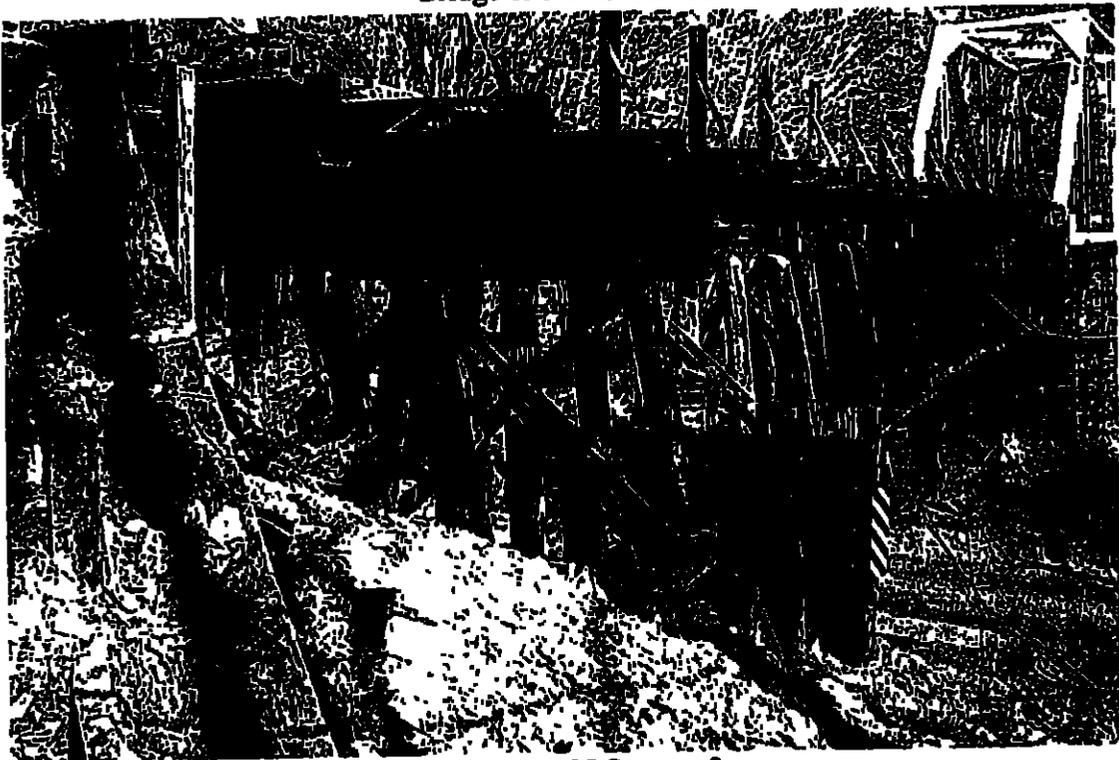
Bridge 690 85 Section 3



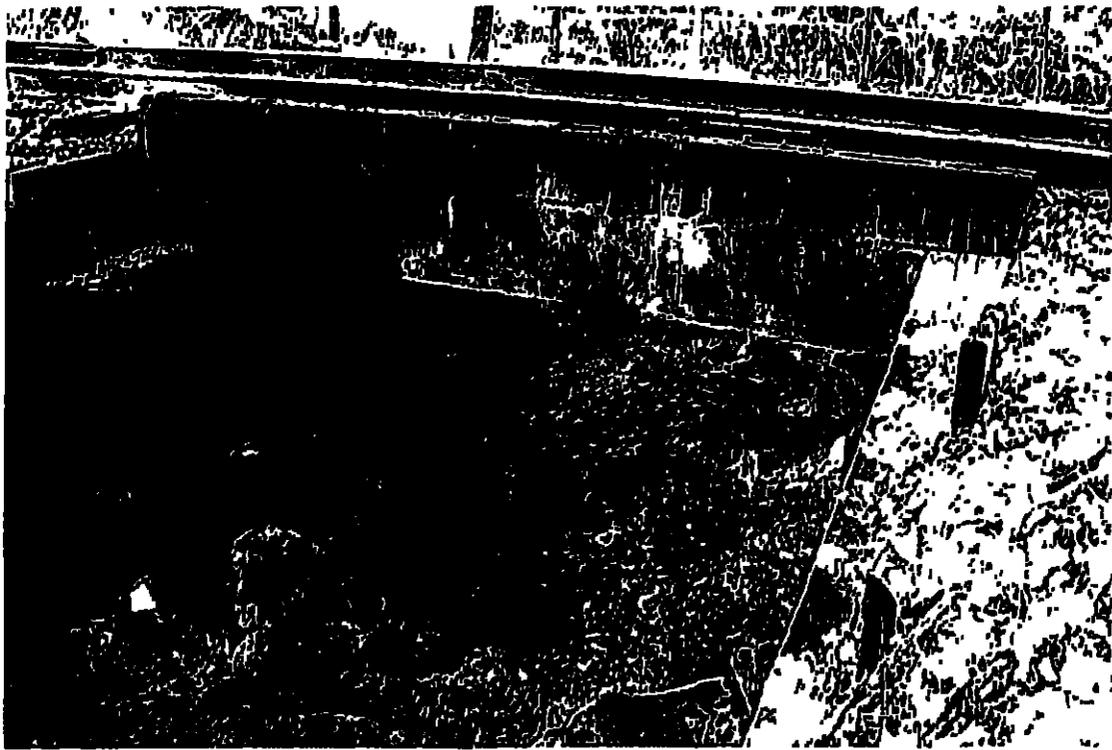
Bridge 691 05 Section 1



Bridge 691 05 Section 2



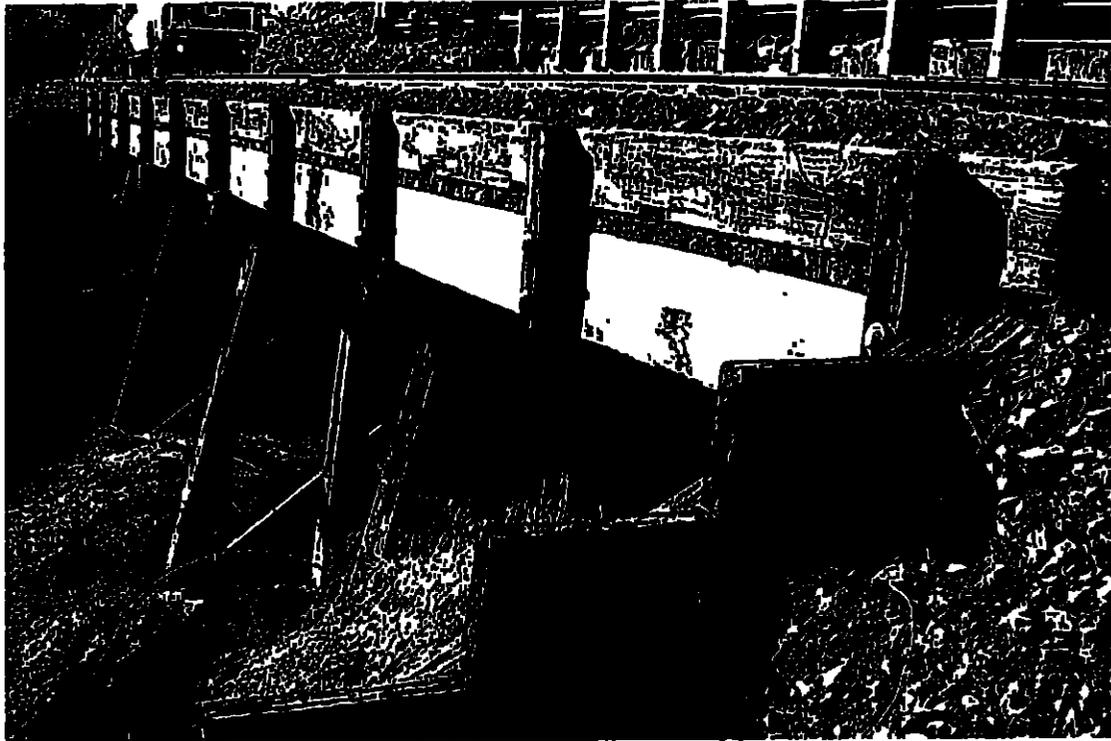
Bridge 691 05 Section 3



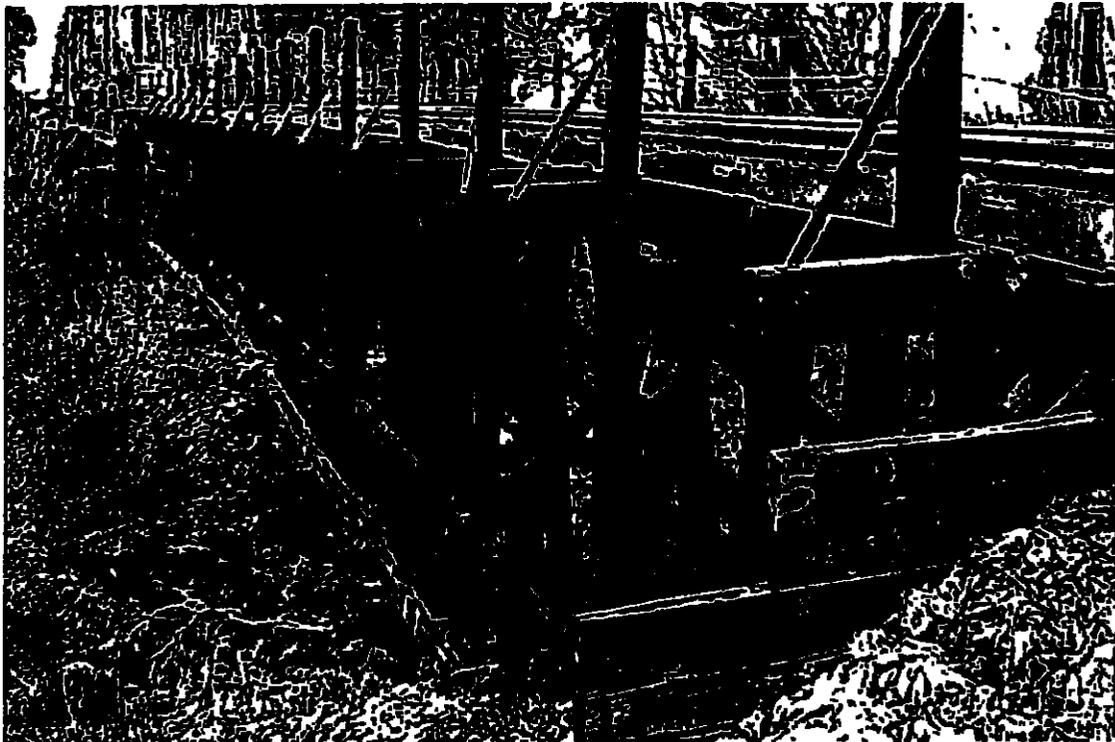
Bridge 691.38



Bridge 692.06



Bridge 693 27



Bridge 694 32 Section 1



Bridge 694 32 Section 2



Bridge 694 32 Section 3



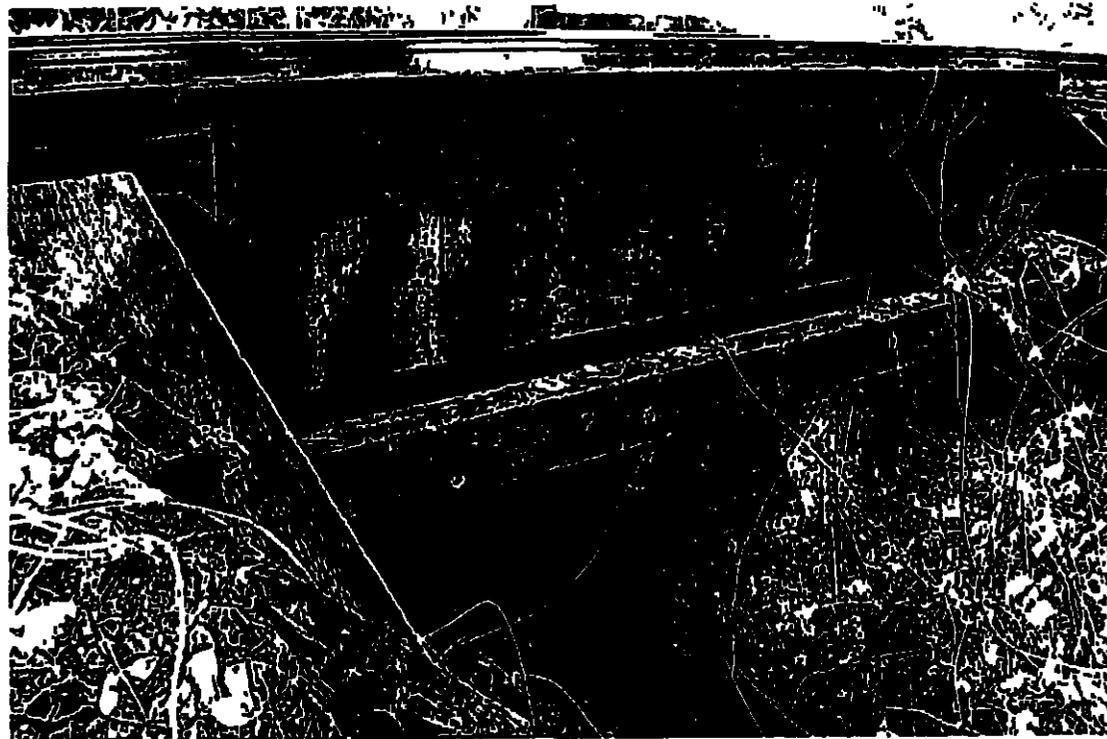
Bridge 694.78 Section 1



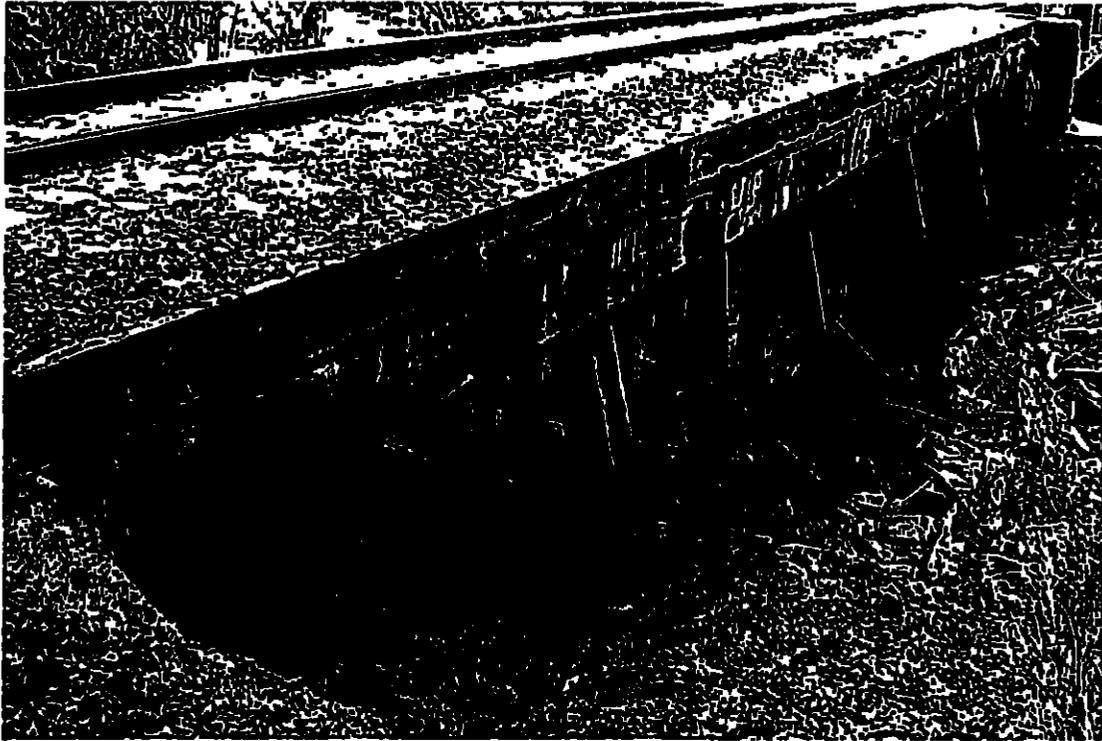
Bridge 694.78 Section 2



Bridge 694.78 Section 3



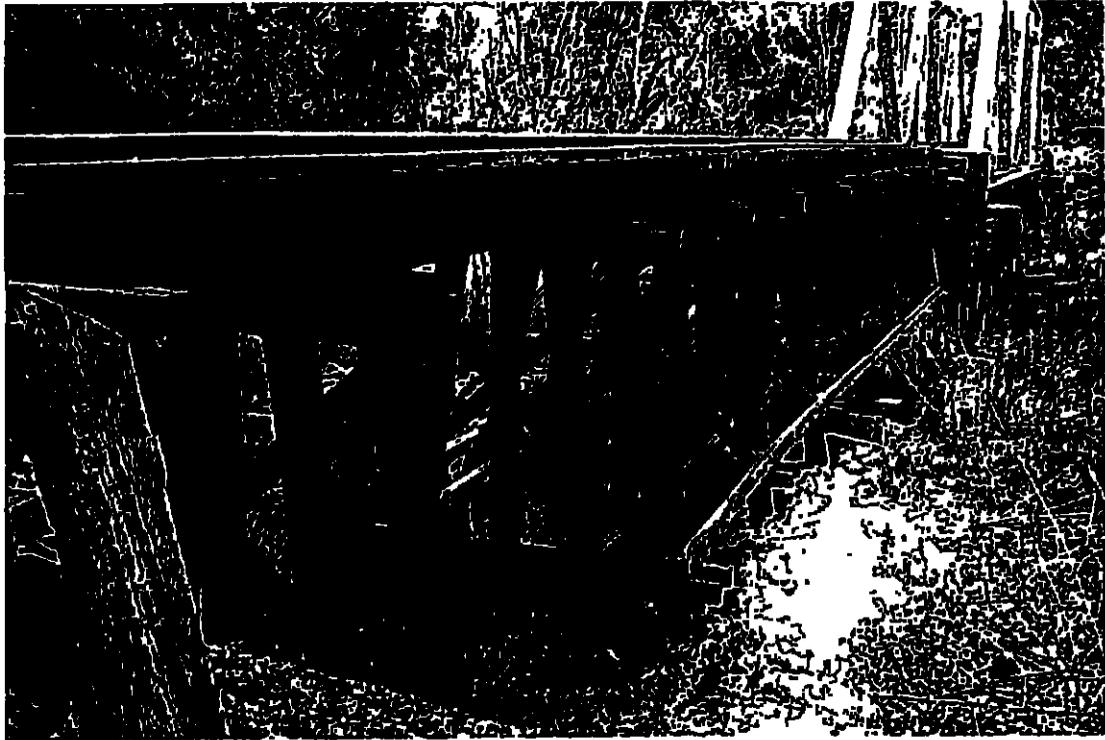
Bridge 694 98



Bridge 696.66 Section 1



Bridge 696 66 Section 2



Bridge 696 66 Section 3



Bridge 700 37



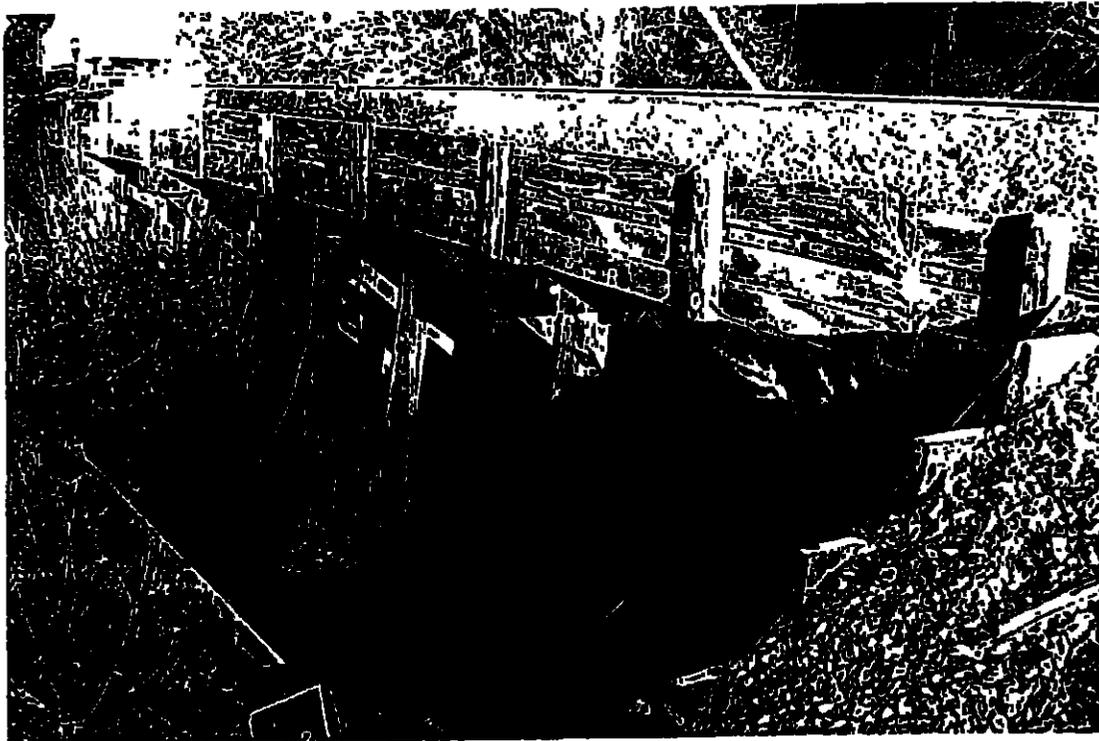
Bridge 702 65



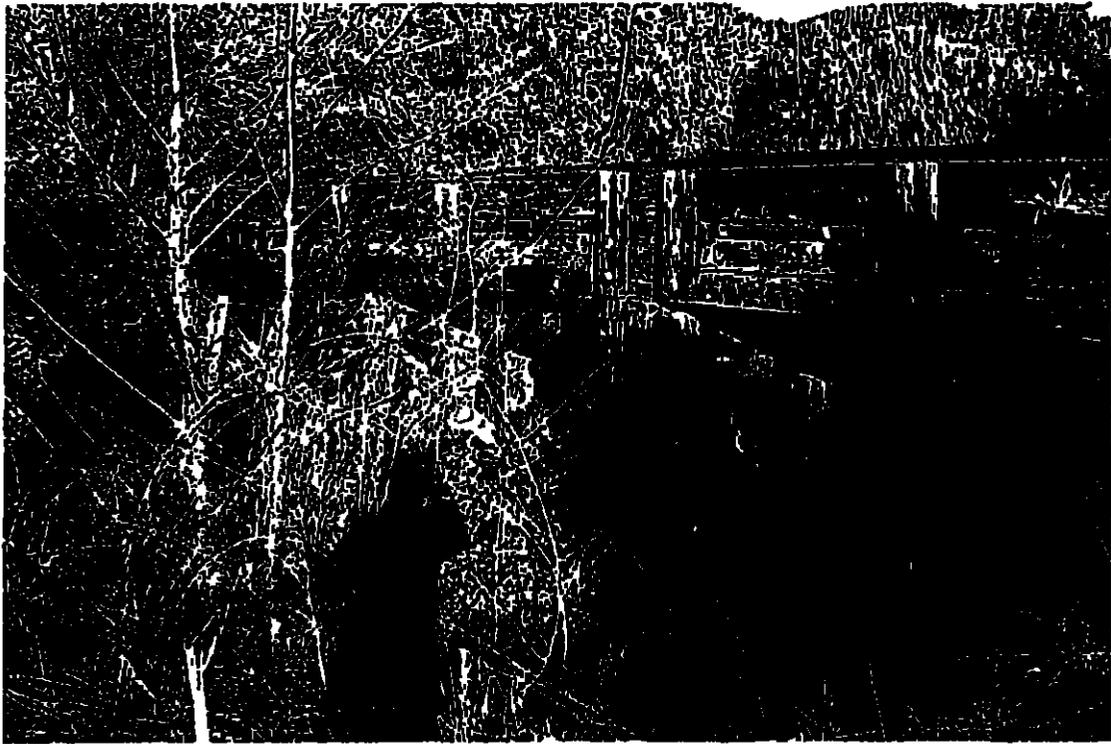
Bridge 702 95



Bridge 710 20



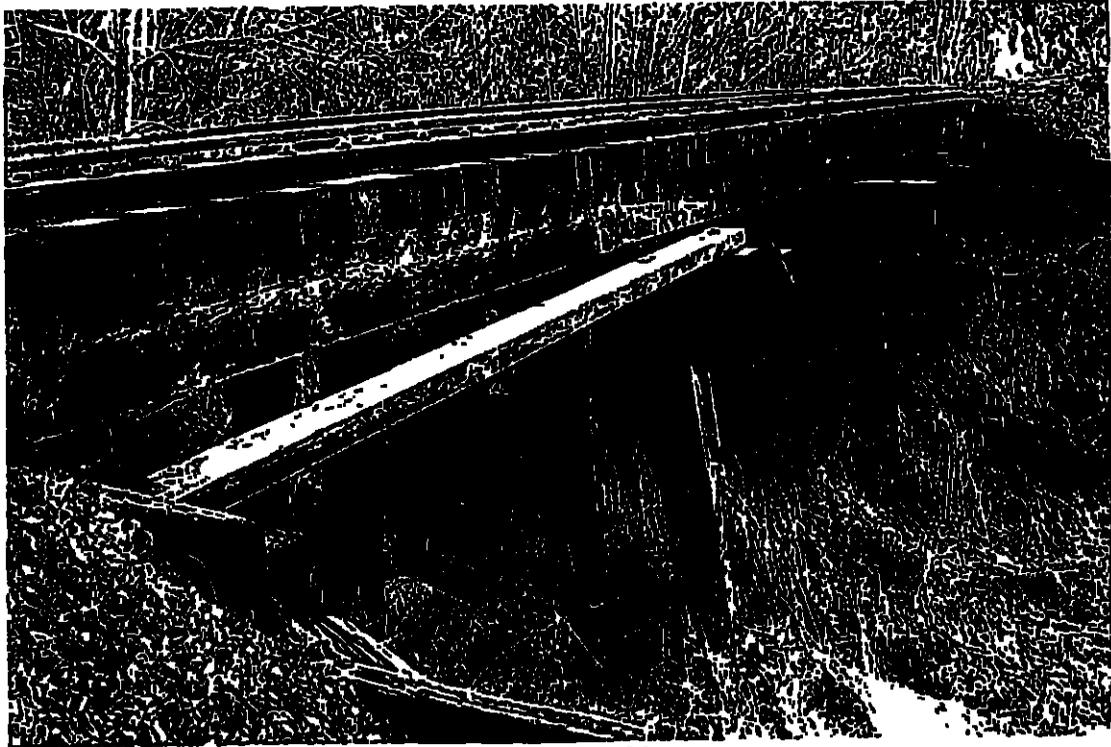
Bridge 711 37



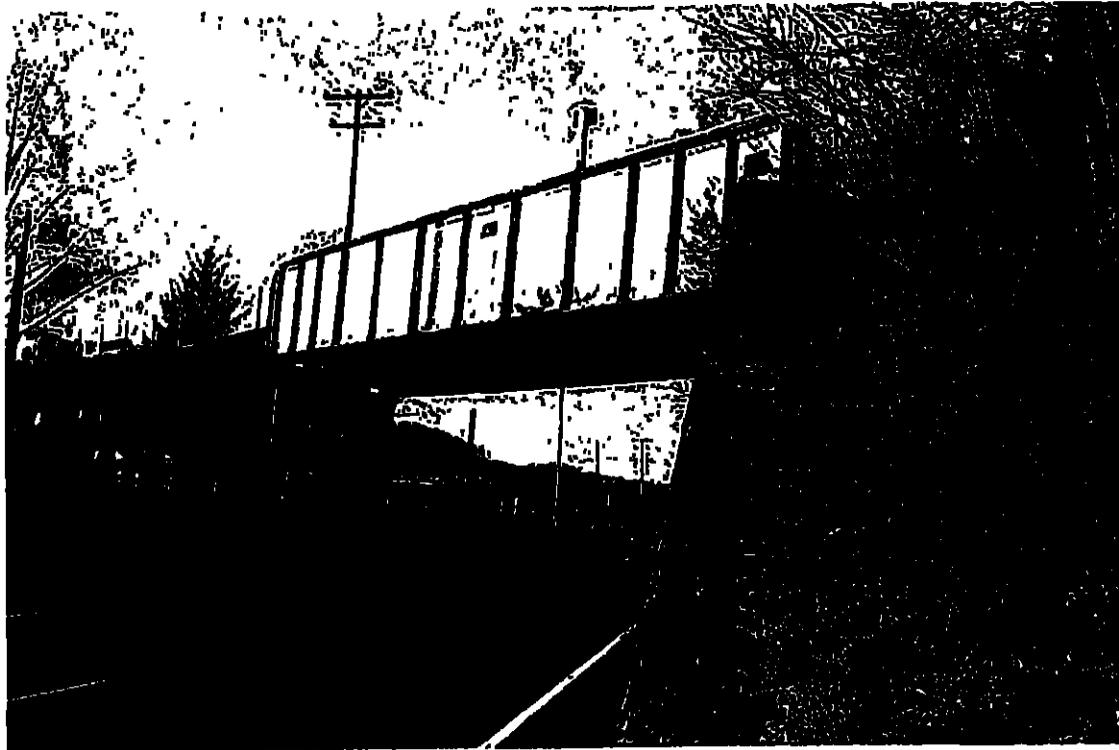
Bridge 711 67



Bridge 712 16



Bridge 712 80



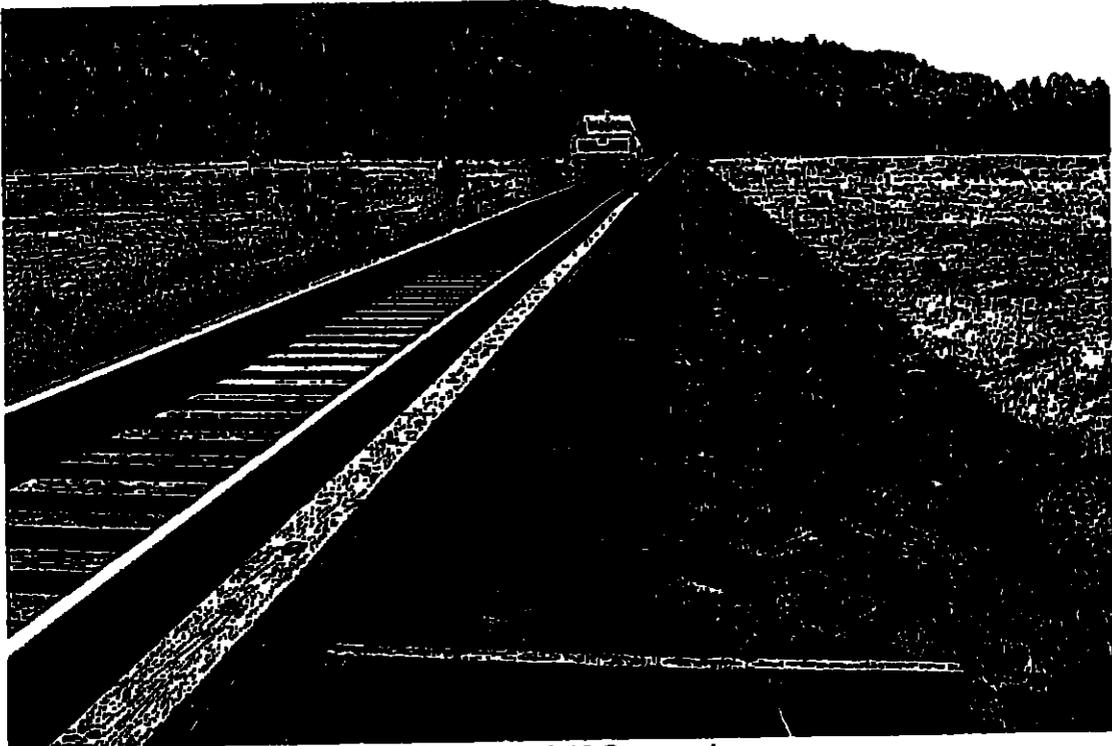
Bridge 716 40 Section 1



Bridge 716 40 Section 2



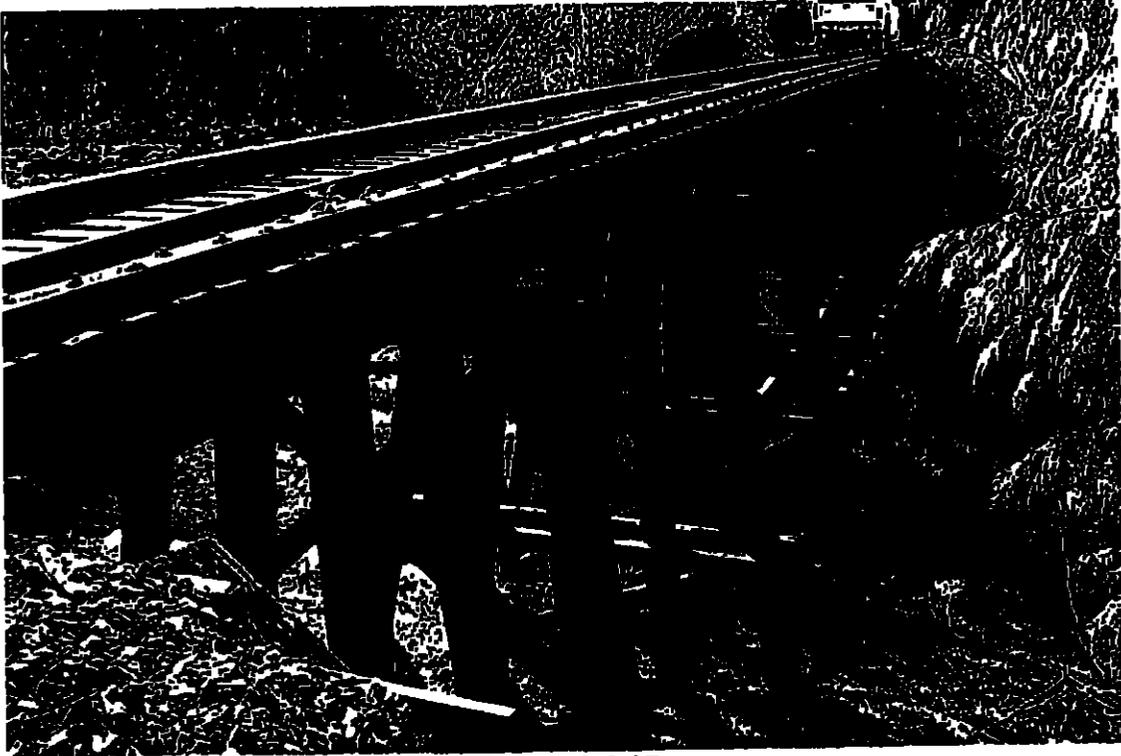
Bridge 716 40 Section 3



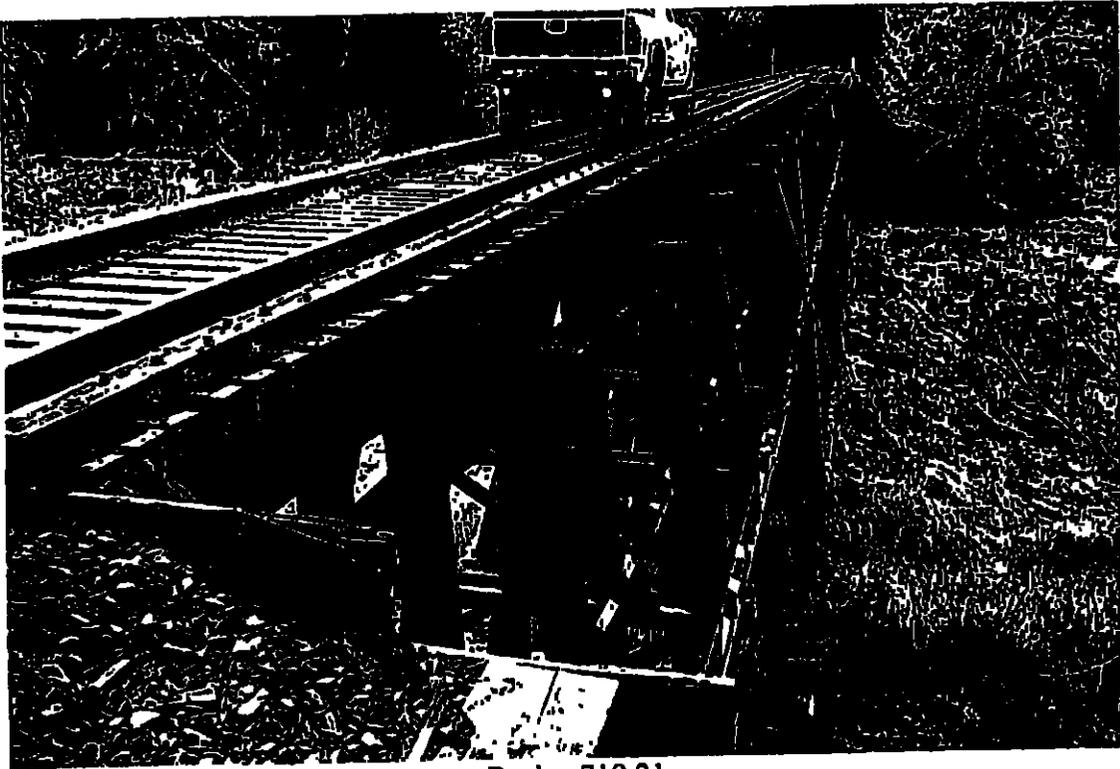
Bridge 716.40 Section 4



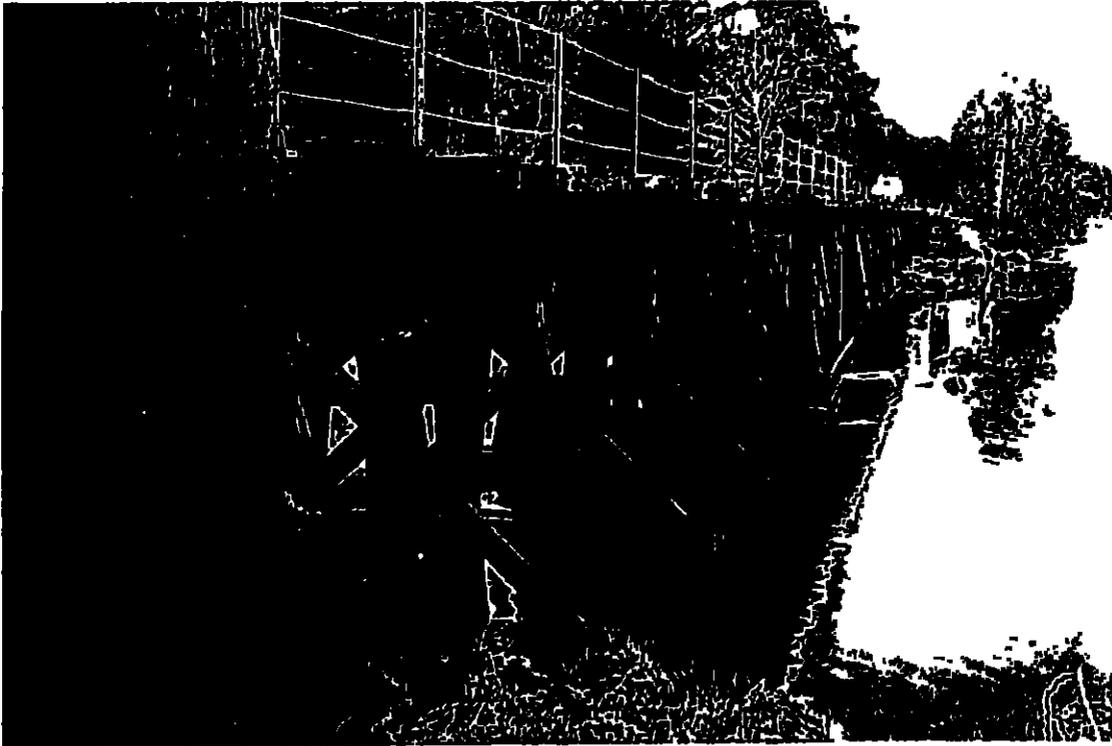
Bridge 718 12



Bridge 719.07



Bridge 719.21



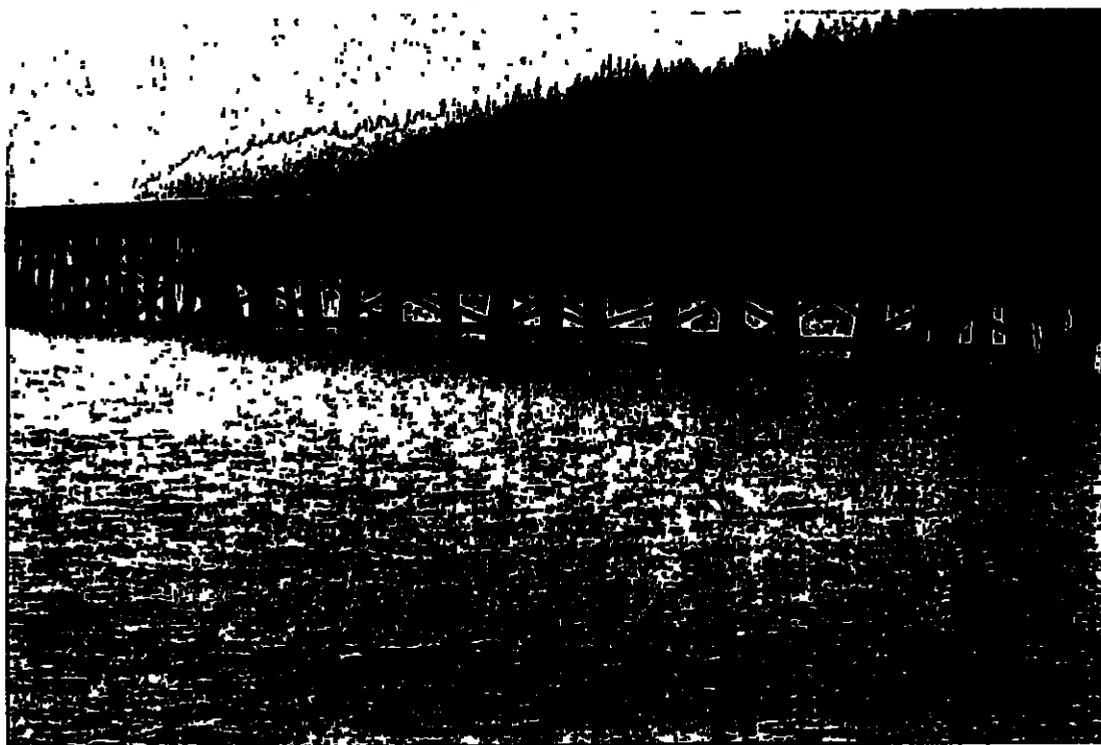
Bridge 728 51



Bridge 729 04



Bridge 730 56 Section 1



Bridge 730 56 Section 2



Bridge 730 56 Section 3



Bridge 730 56 Section 4



Bridge 730.56 Section 5



Bridge 731.65 Section 1



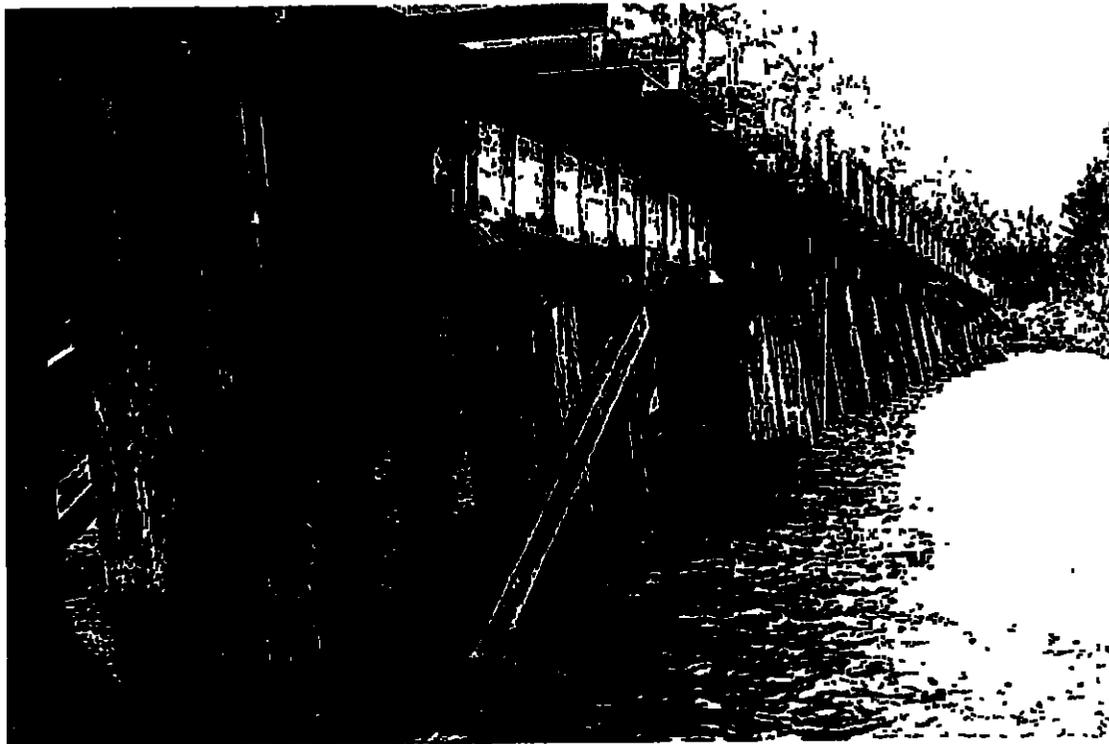
Bridge 731 65 Section 2



Bridge 731 65 Section 3



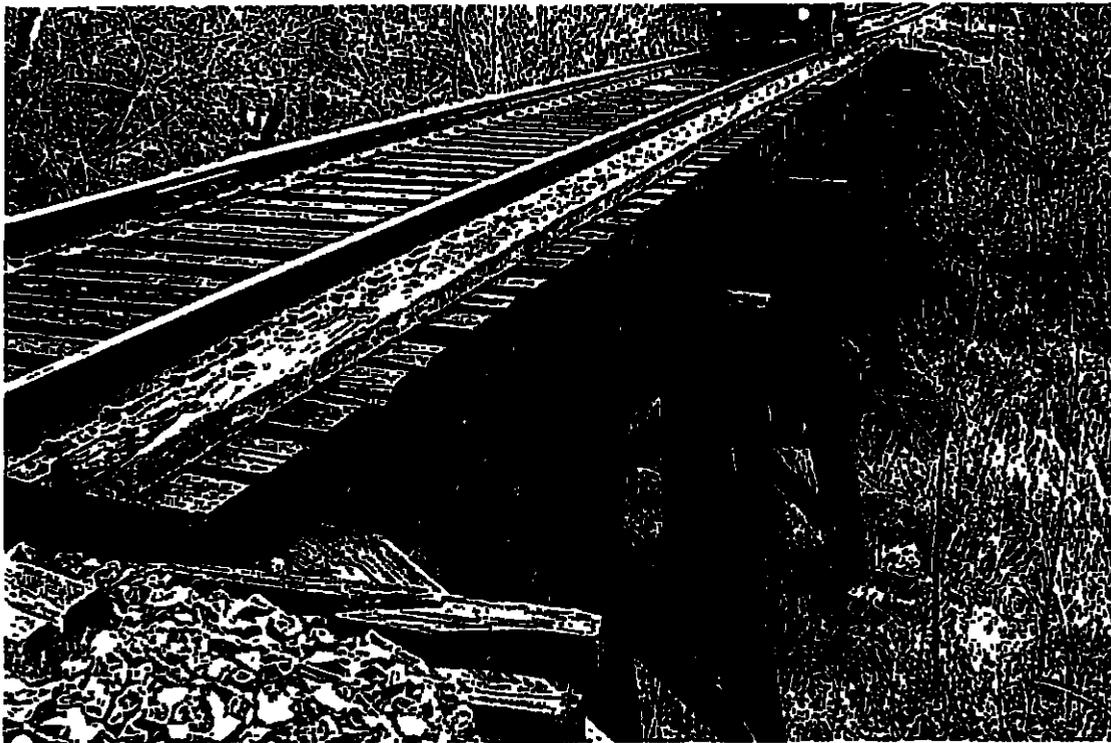
Bridge 732.84 Section 1



Bridge 732.84 Section 2



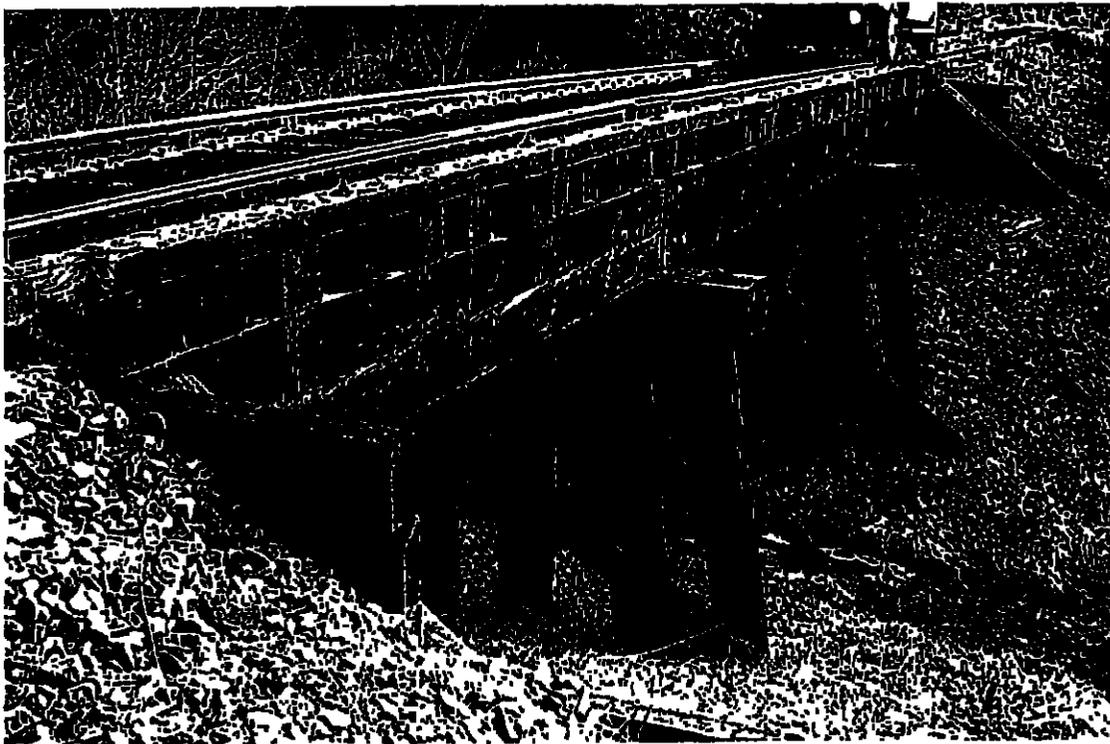
Bridge 732.84 Section 3



Bridge 735 86



Bridge 736.03



Bridge 736.51



Bridge 737.33



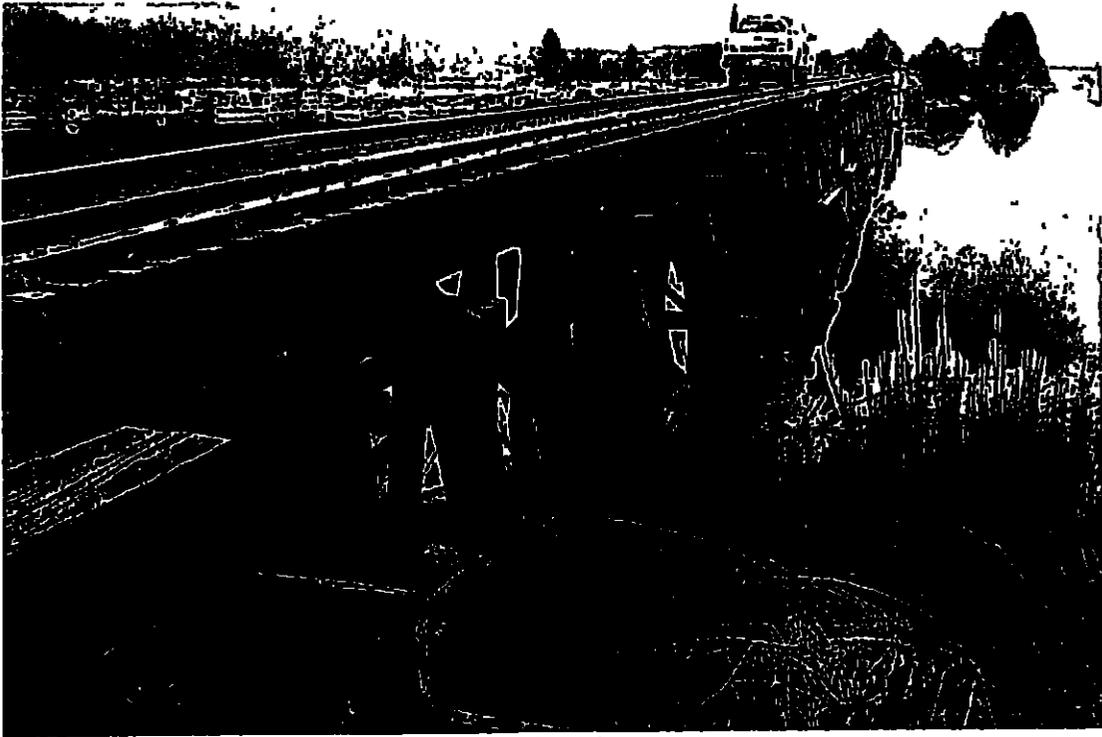
Bridge 738.70 Main



Bridge 738.70 Siding



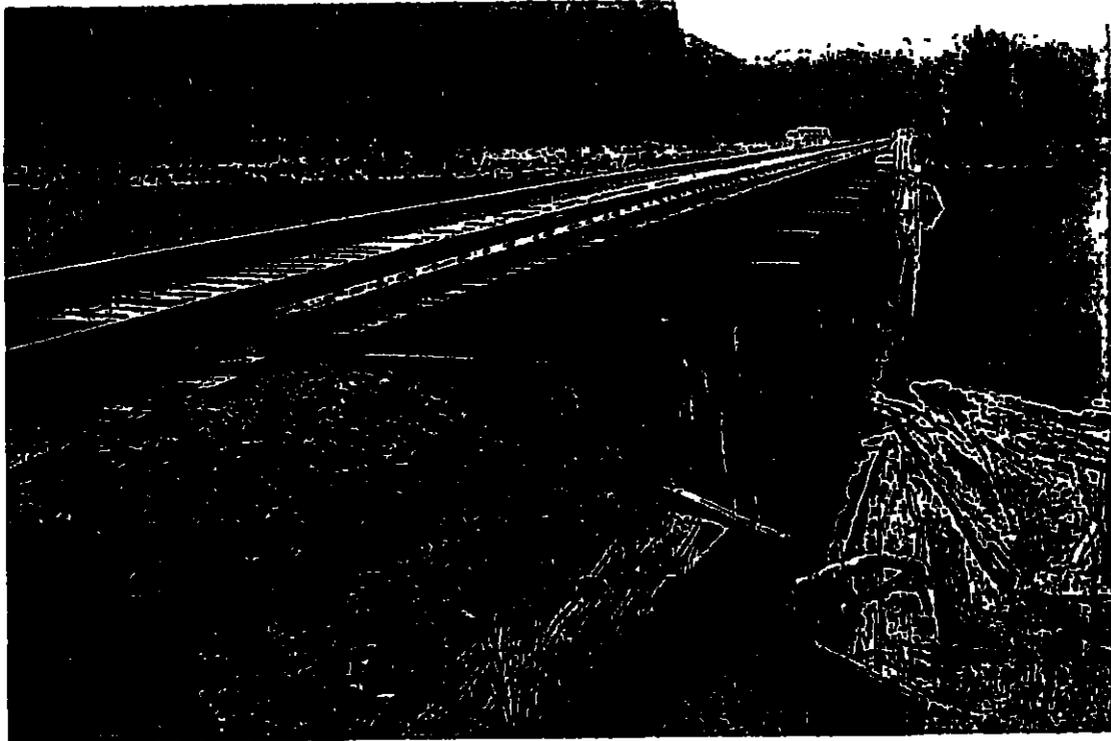
Bridge 738.94



Bridge 739 14 Section 1



Bridge 739 14 Section 2



Bridge 739.14 Section 3



Bridge 739.43 Section 1



Bridge 739.43 Section 2



Bridge 739 43 Section 3



Bridge 739.68 Section 1



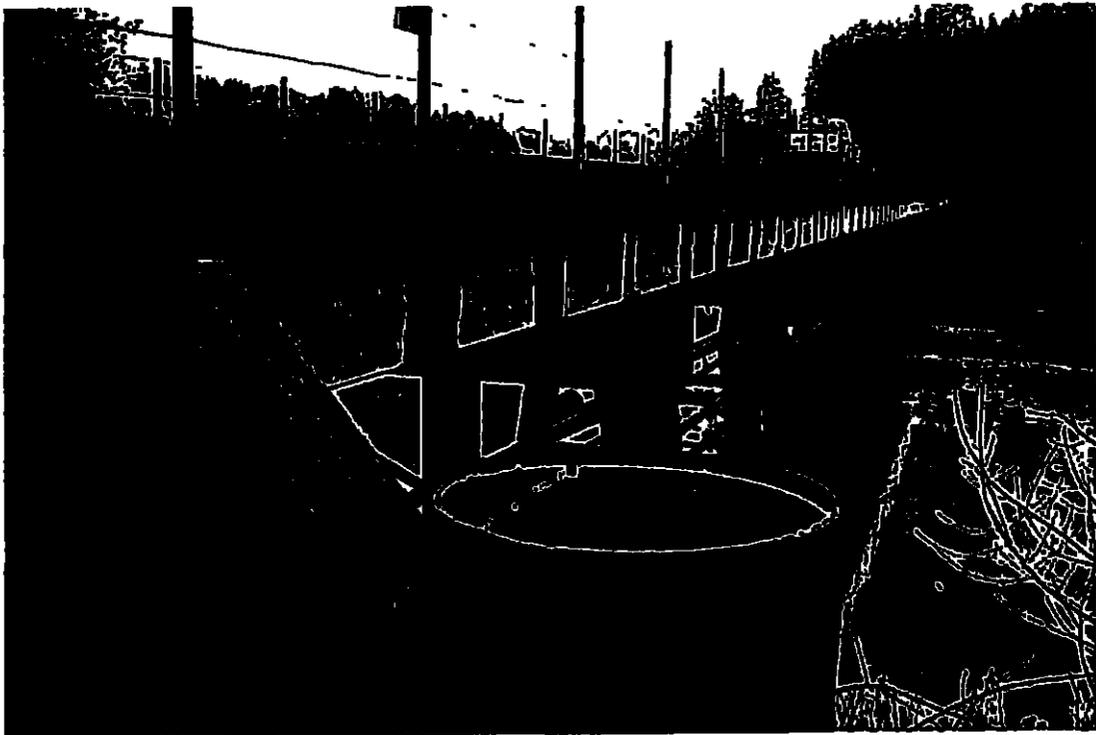
Bridge 739 68 Section 2



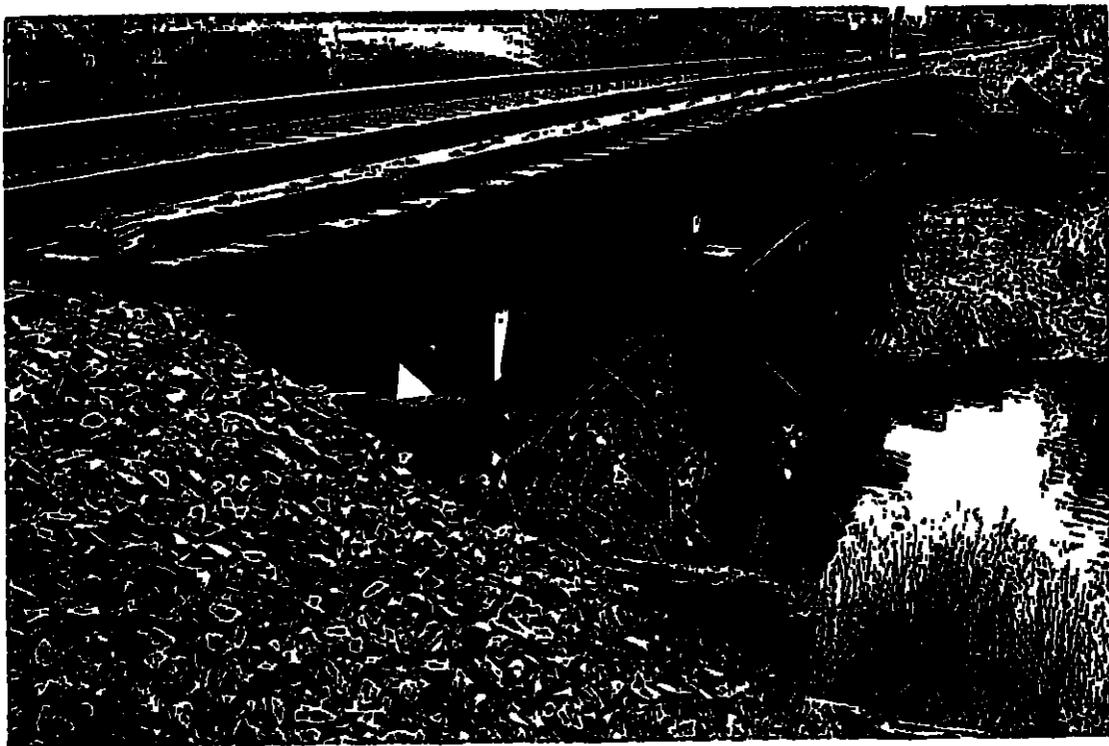
Bridge 739 68 Section 3



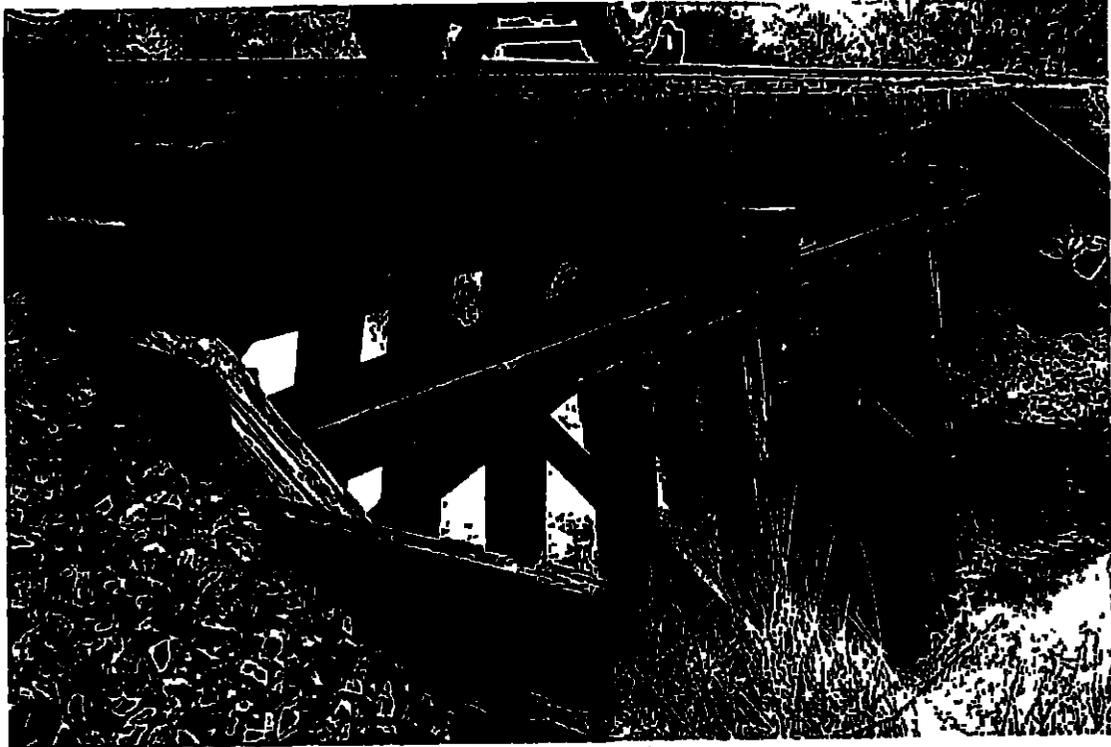
Bridge 740 25



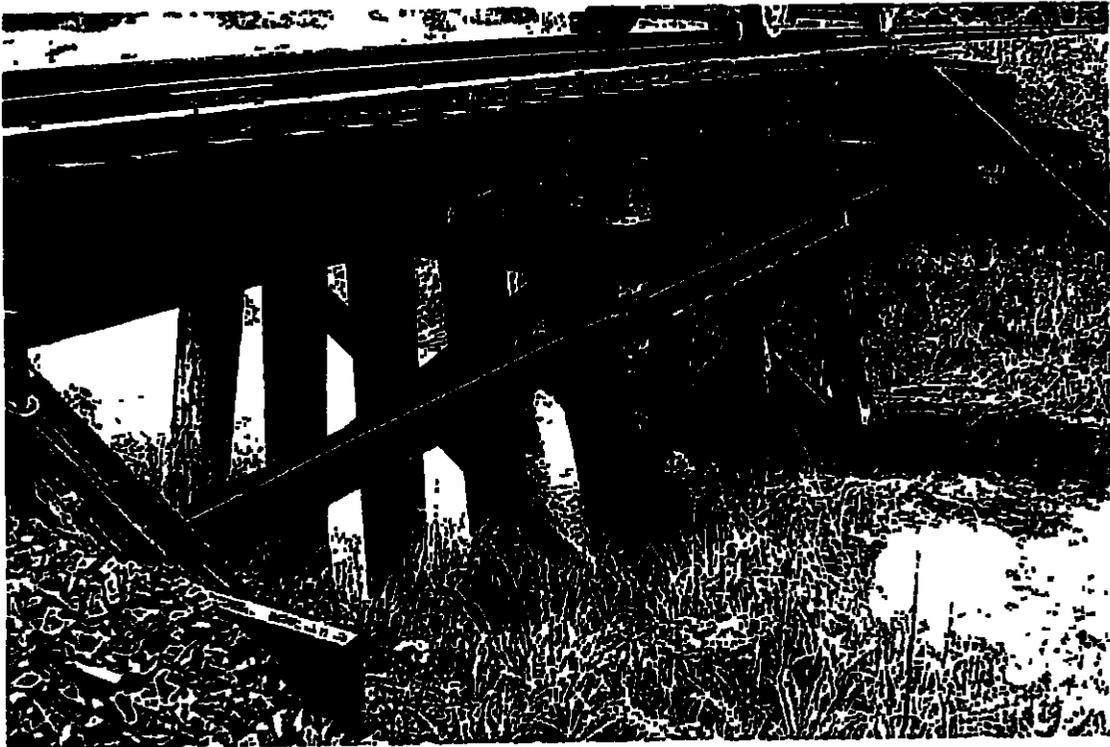
Bridge 740 84



Bridge 741 35



Bridge 741 74



Bridge 742 05



Bridge 742 24



Bridge 742 72



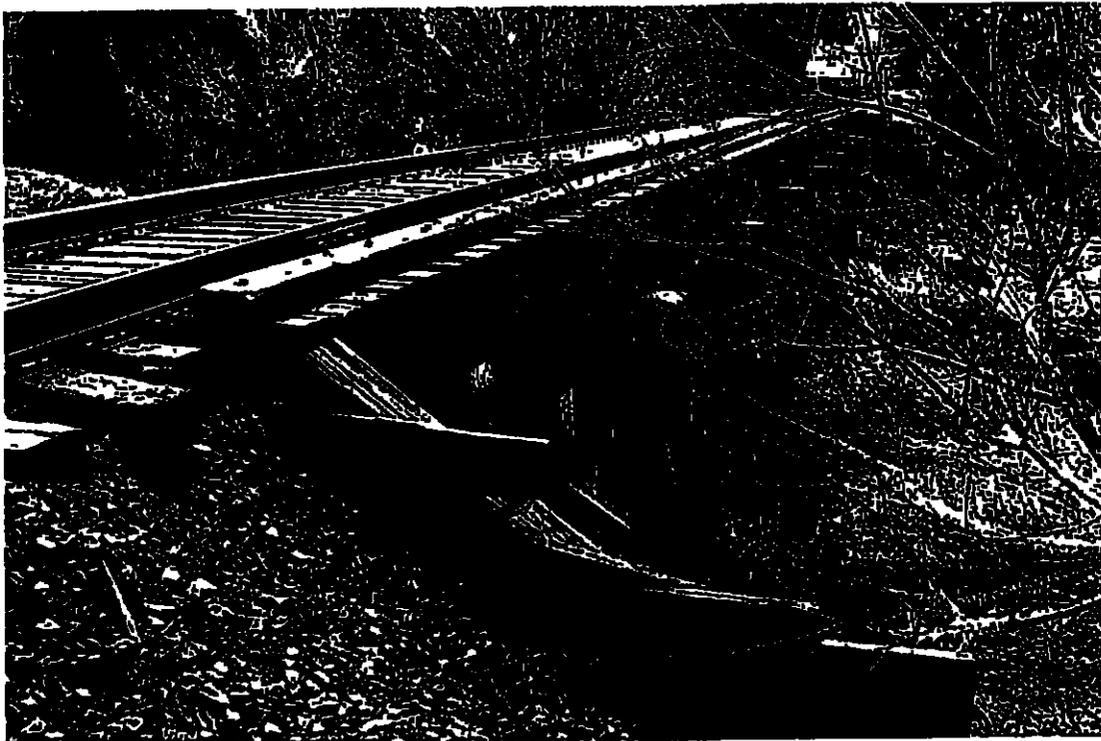
Bridge 742 95



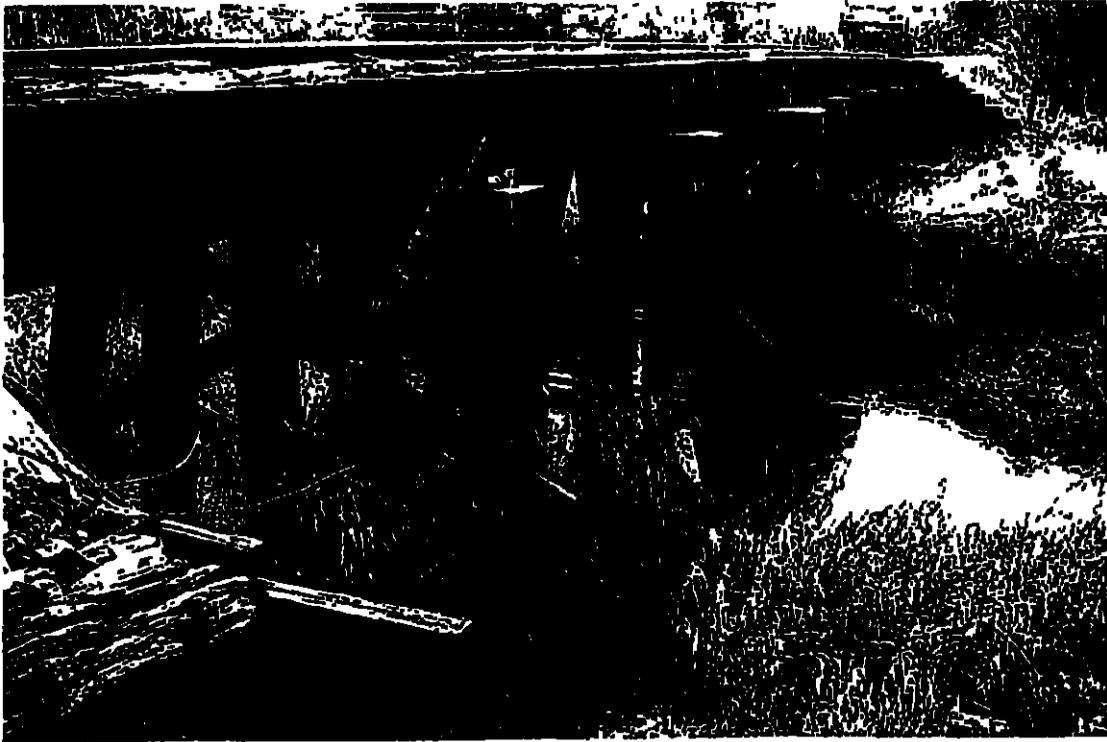
Bridge 743 20



Bridge 743 73



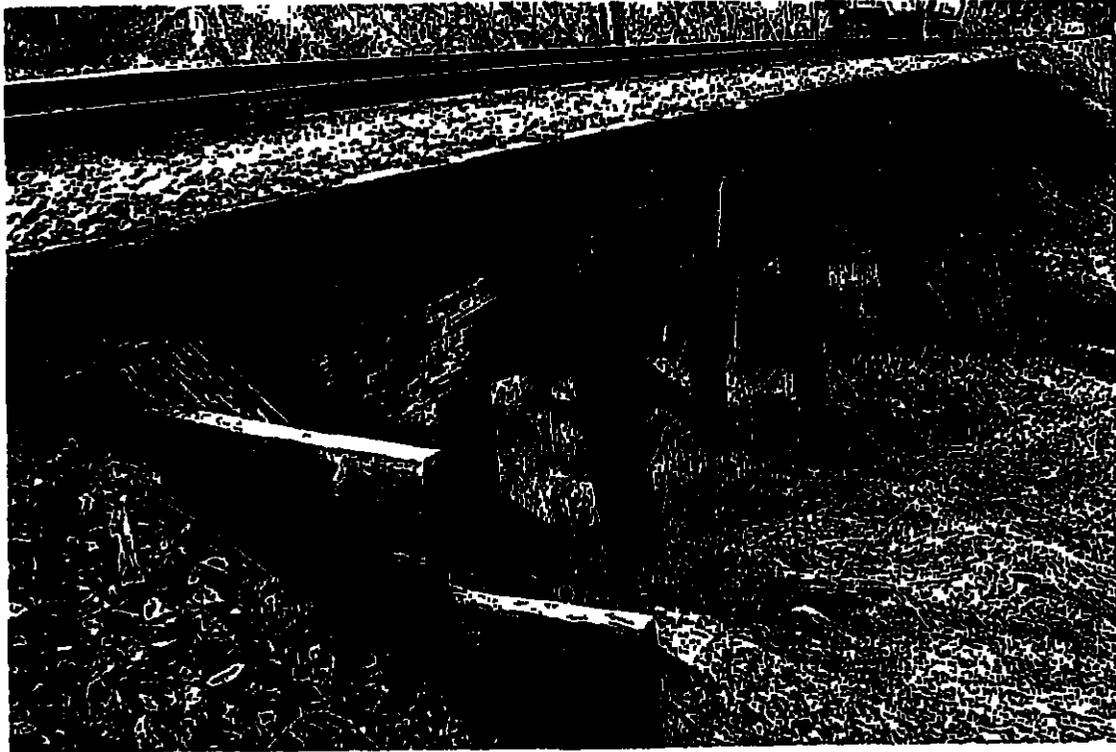
Bridge 743 88



Bridge 743.97



Bridge 744.24



Bridge 744 44



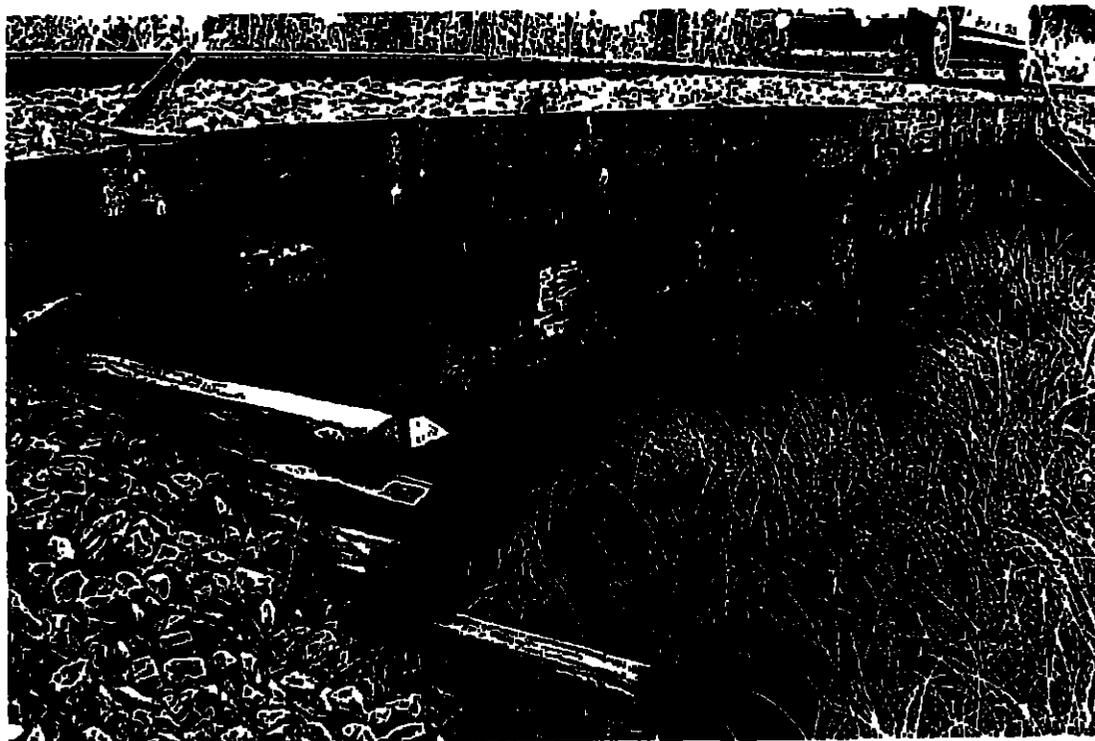
Bridge 744 70



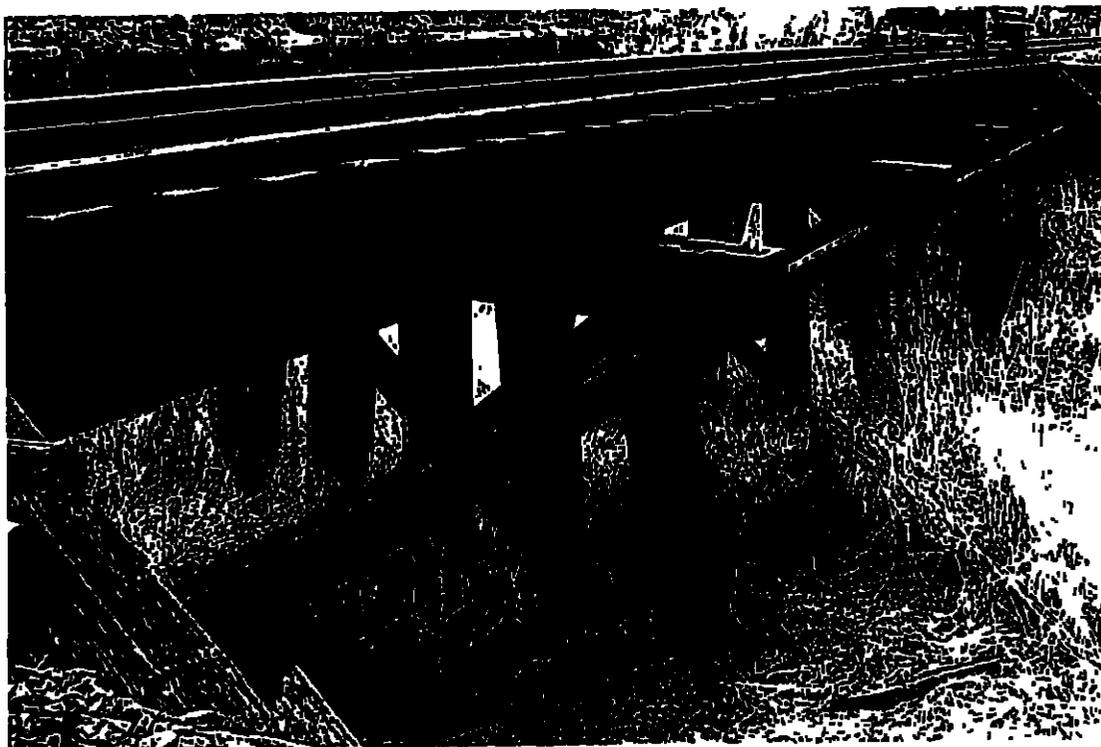
Bridge 744 83



Bridge 748 06



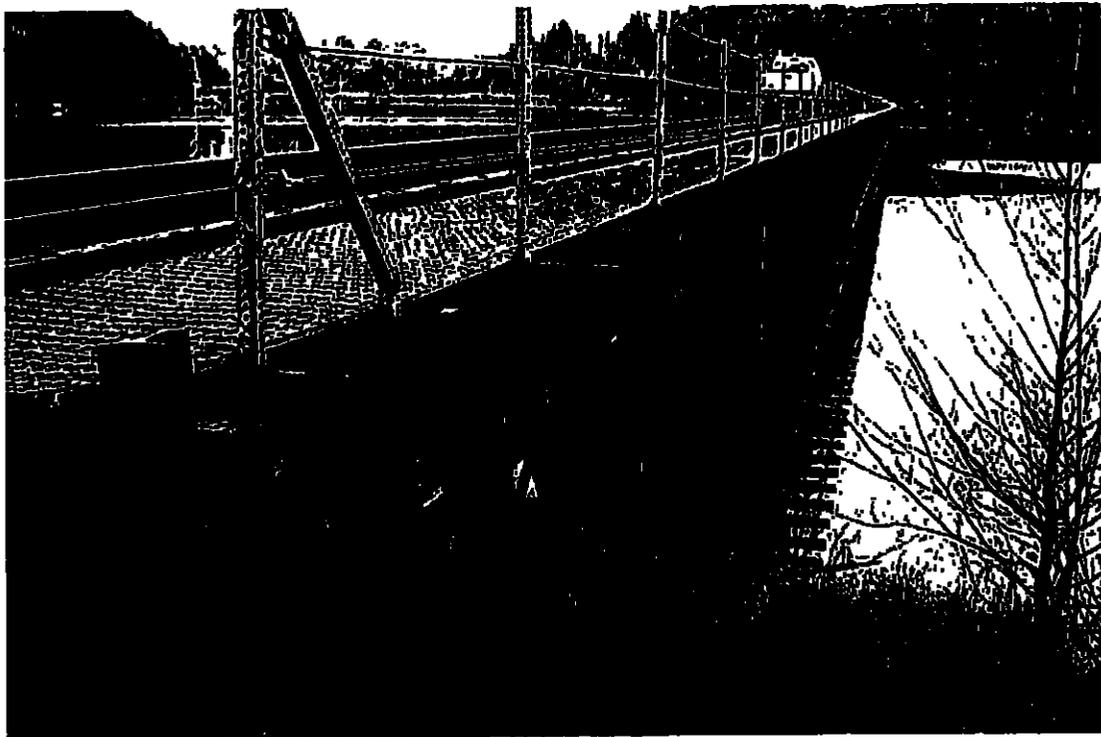
Bridge 748 44



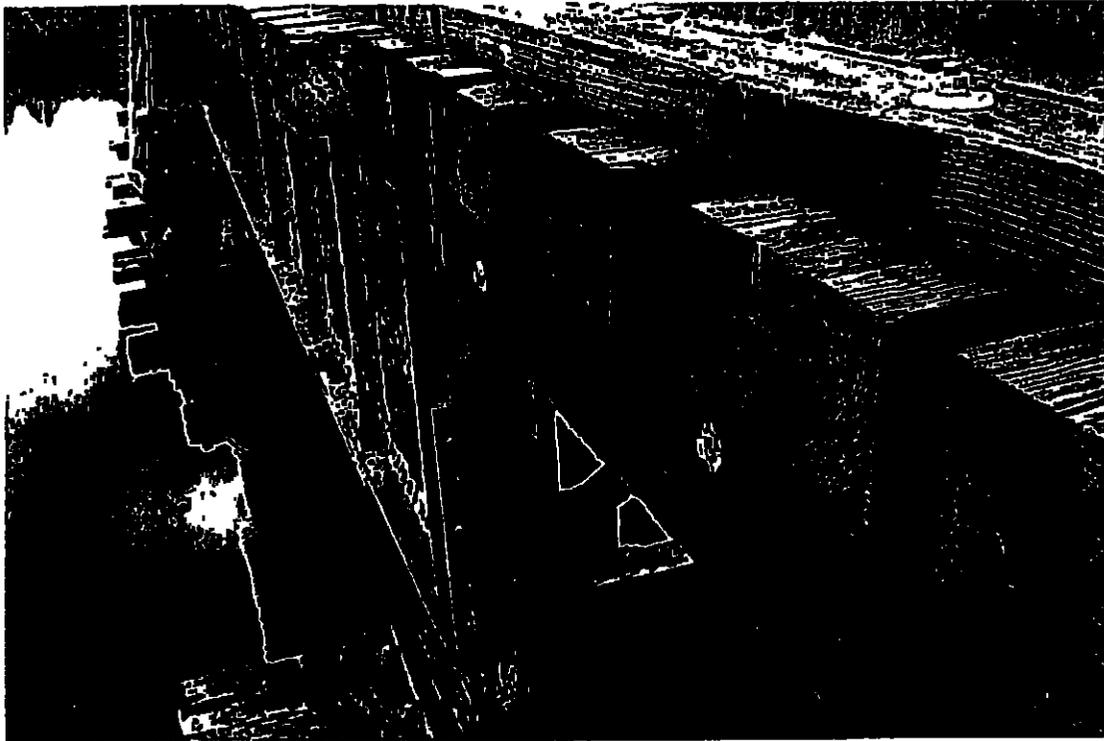
Bridge 748 68



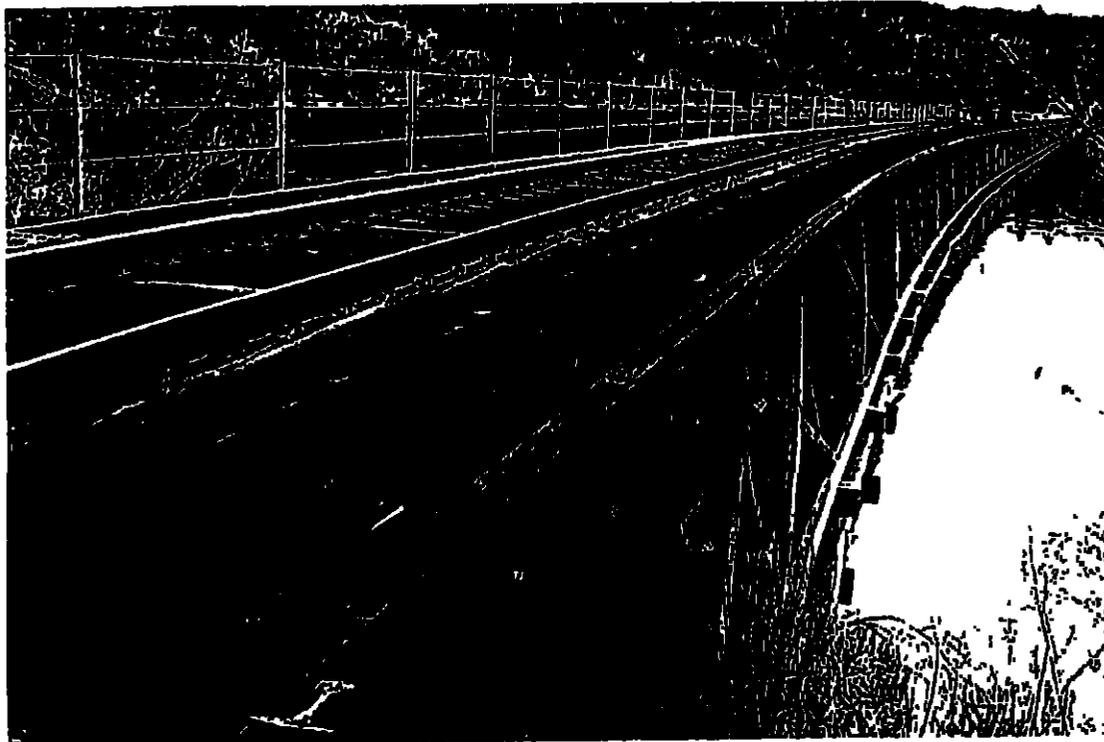
Bridge 749 89



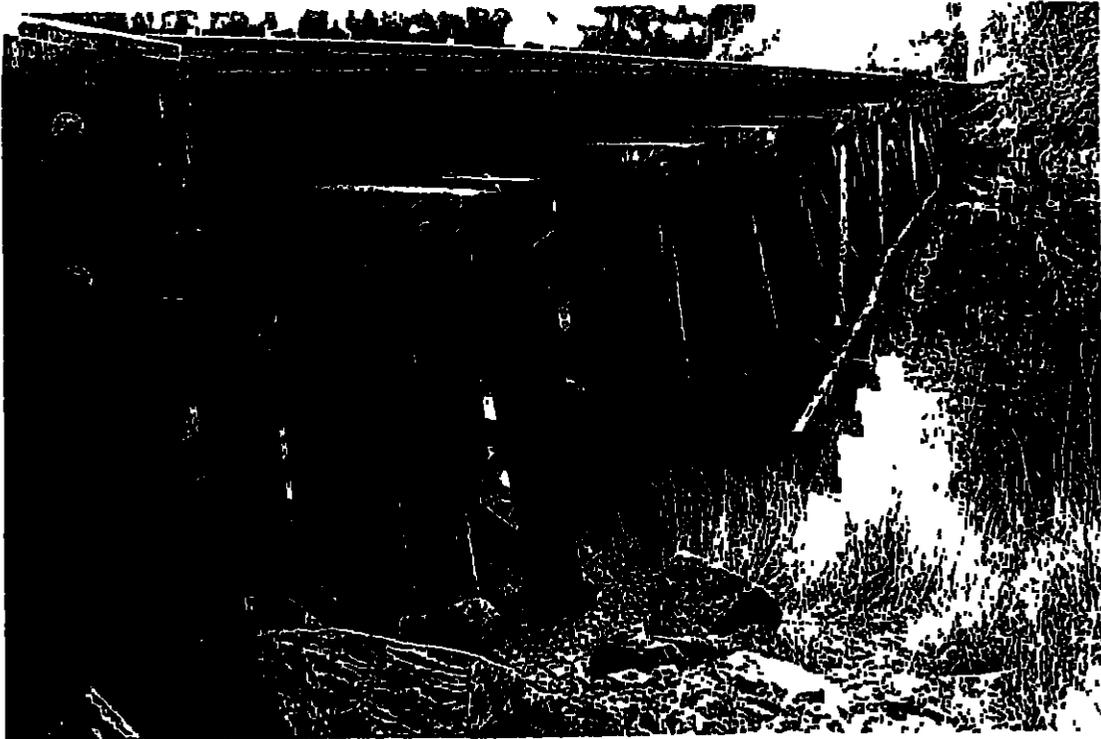
Bridge 750 46 Section 1



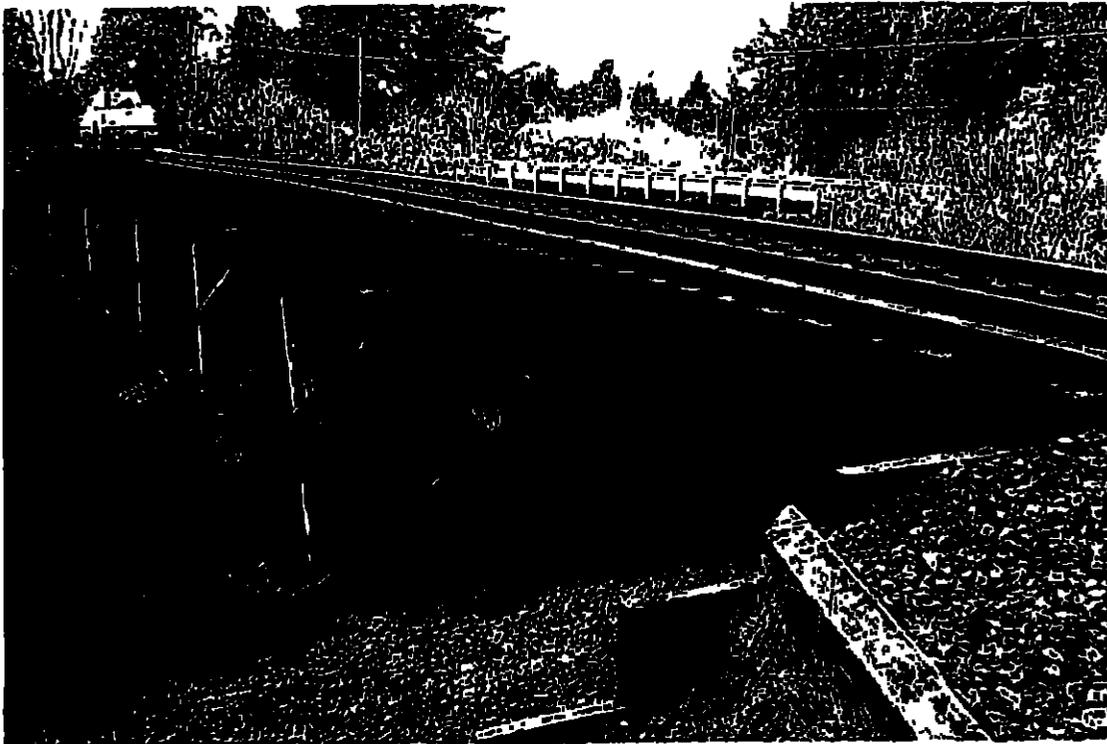
Bridge 750 46 Section 2



Bridge 750.46 Section 3



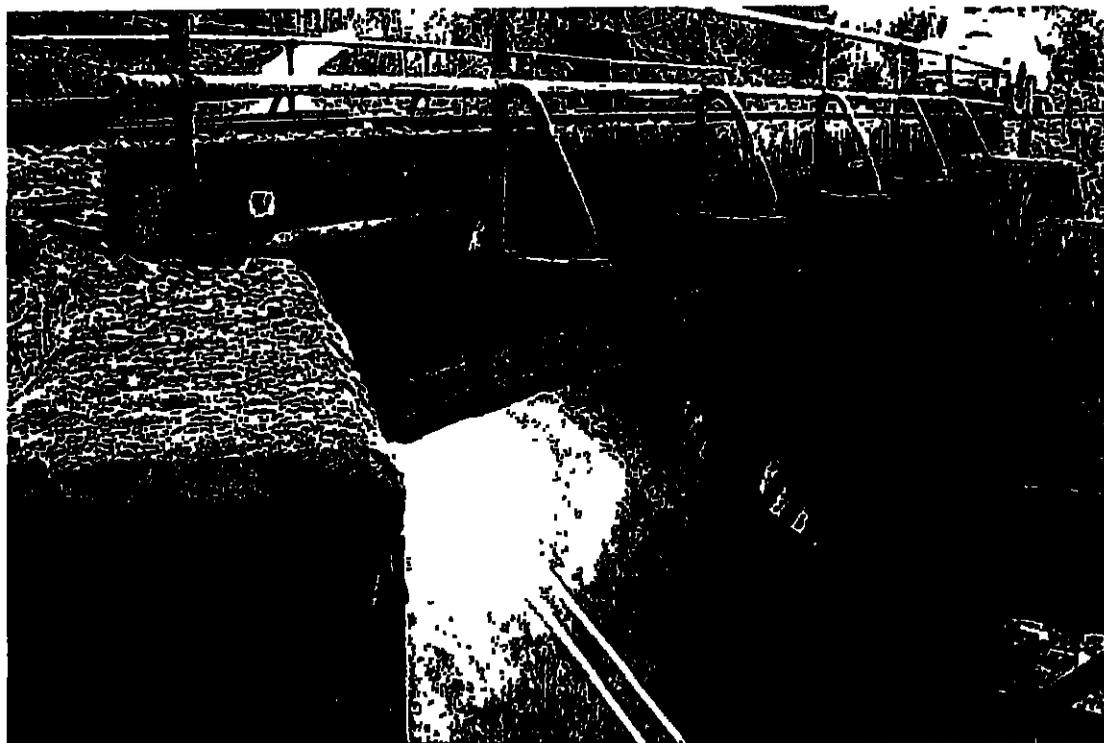
Bridge 751 02



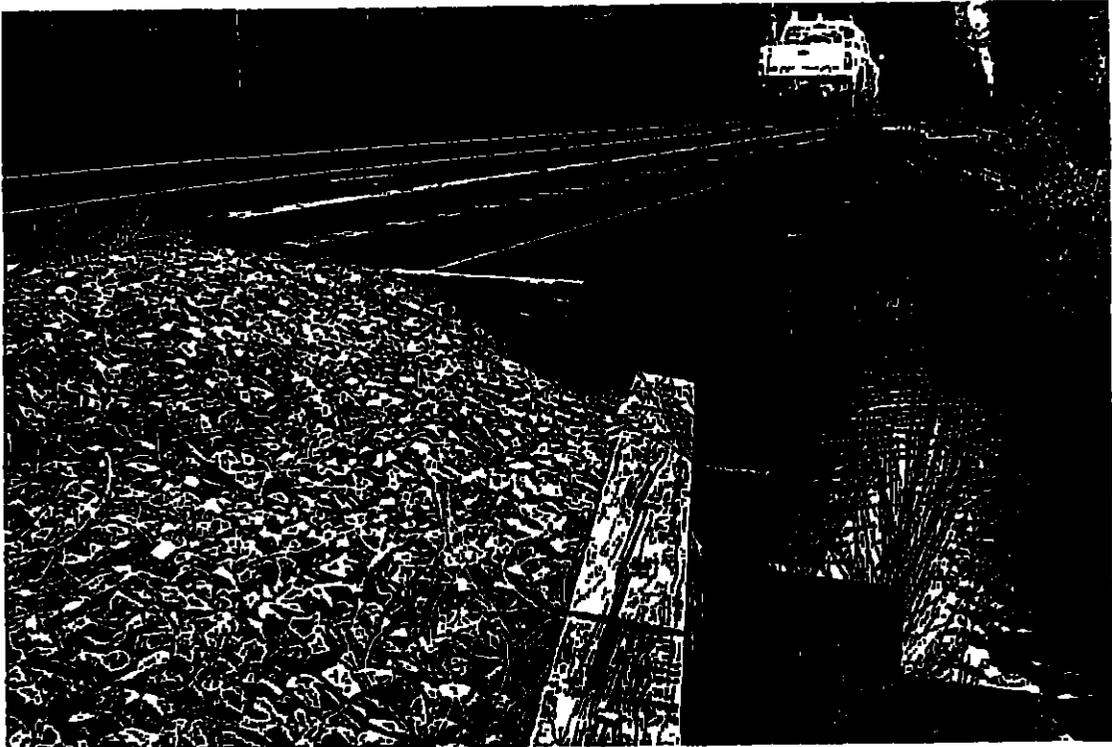
Bridge 752 99



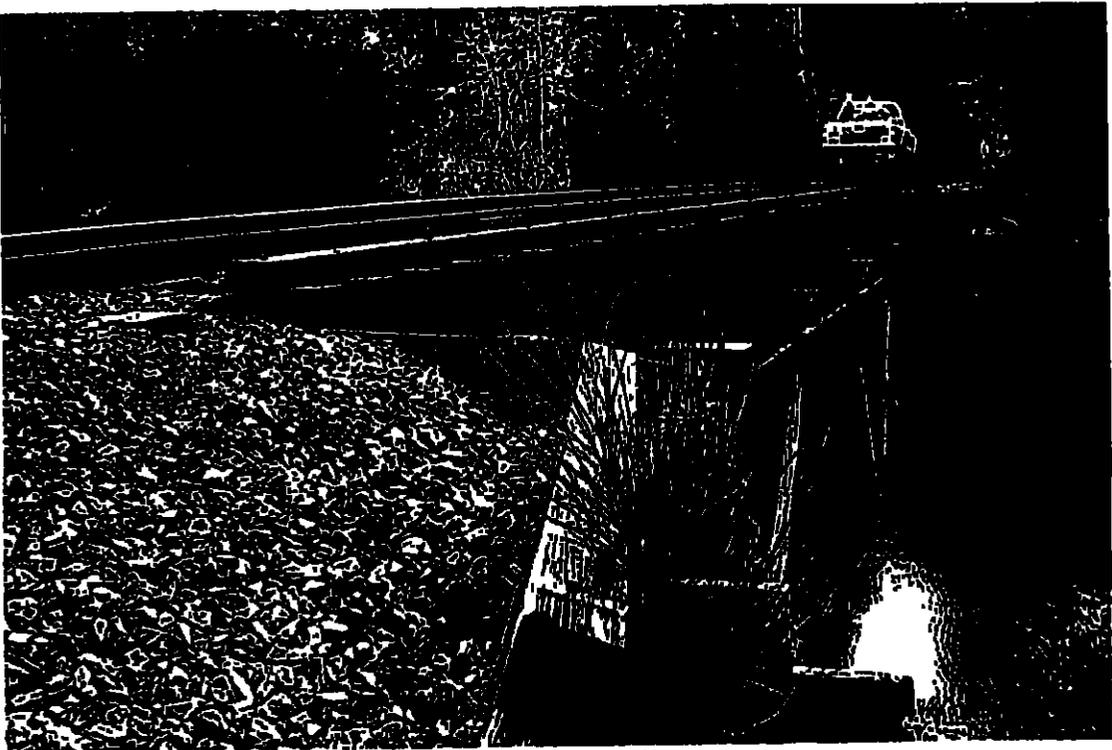
Bridge 753 48



Bridge 753 97



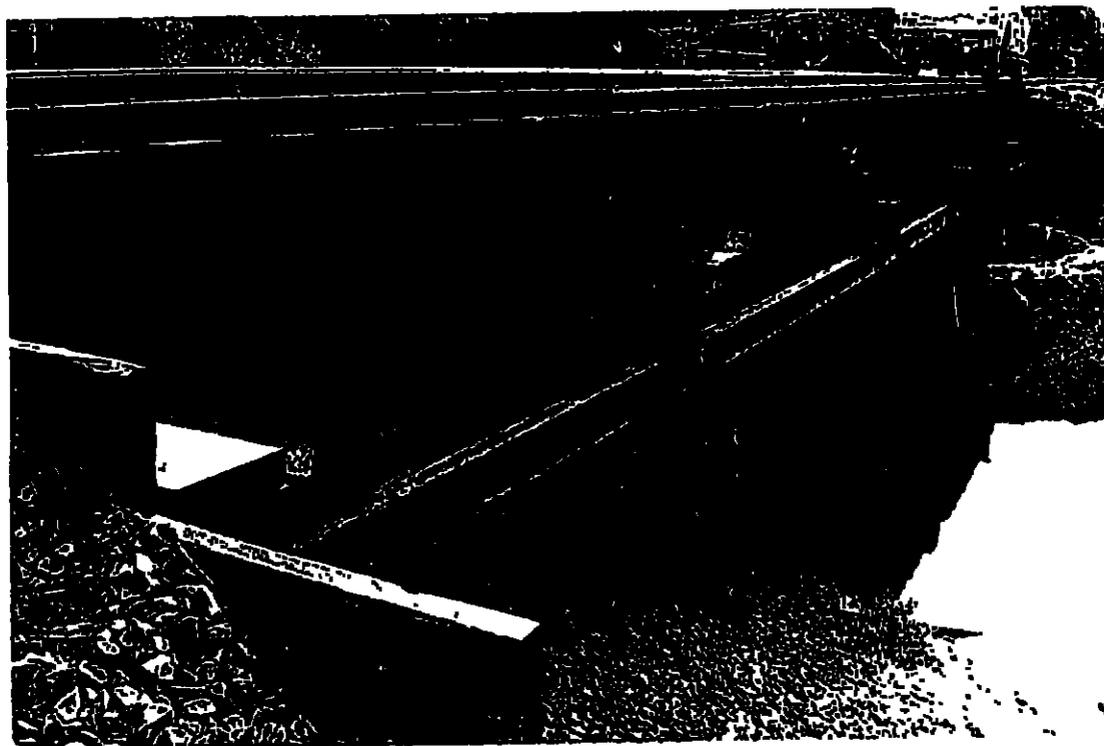
Bridge 755 63



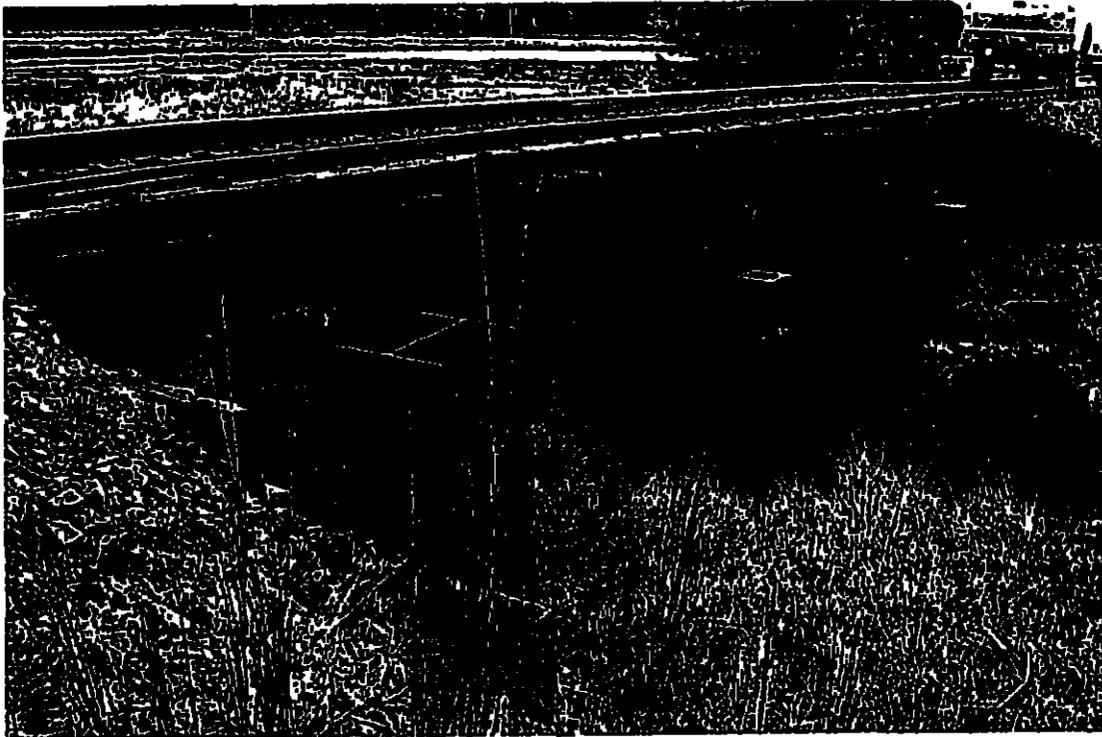
Bridge 756 13



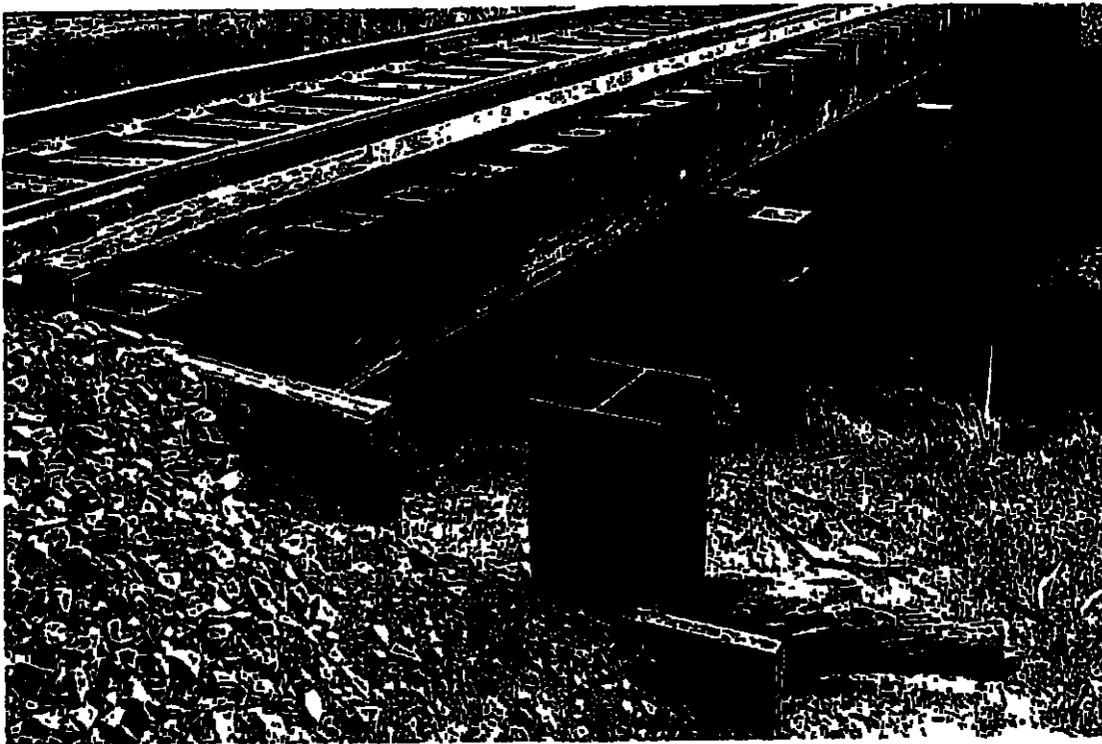
Bridge 756 55



Bridge 757 37



Bridge 761 13



Bridge 761 53

CORP Lease Line Bridges (UP Owned) – Coos Bay Sub MP 763.13 – MP 786.5

The Port of Coos Bay owns all 3 sections of Bridge 763.55



Bridge 763 55 Section 1



Bridge 763 55 Section 2



Bridge 763 55 Section 3



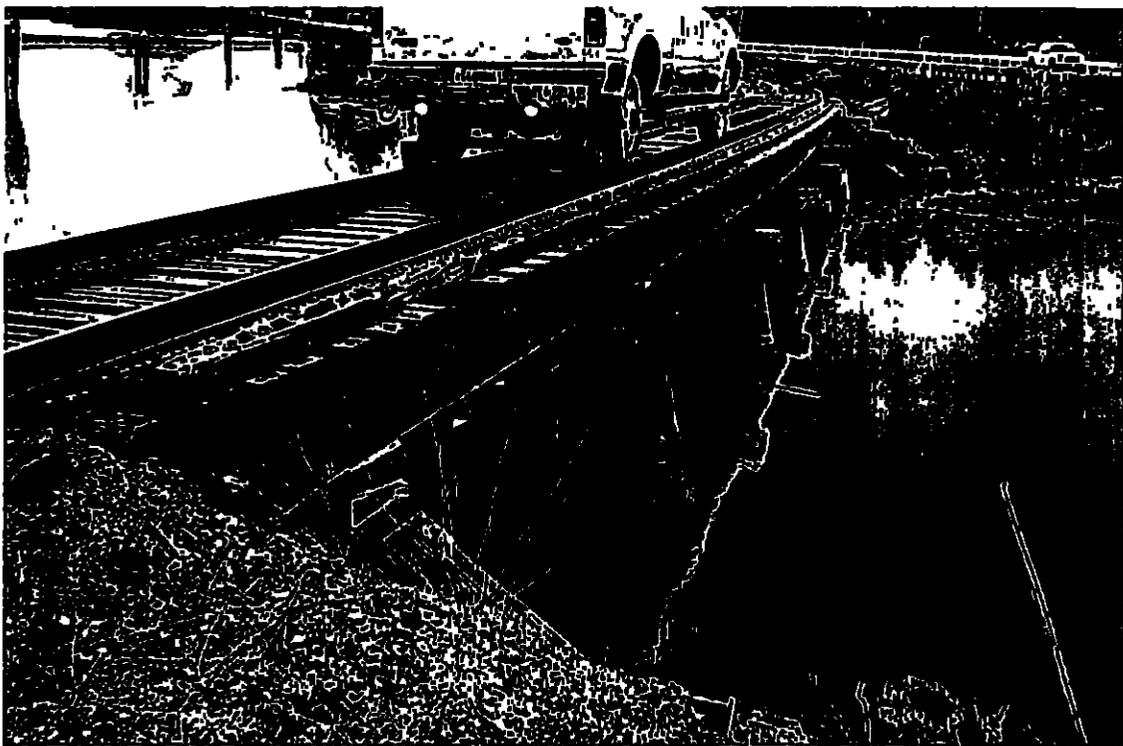
Bridge 769 11 Section 1



Bridge 769 11 Section 2



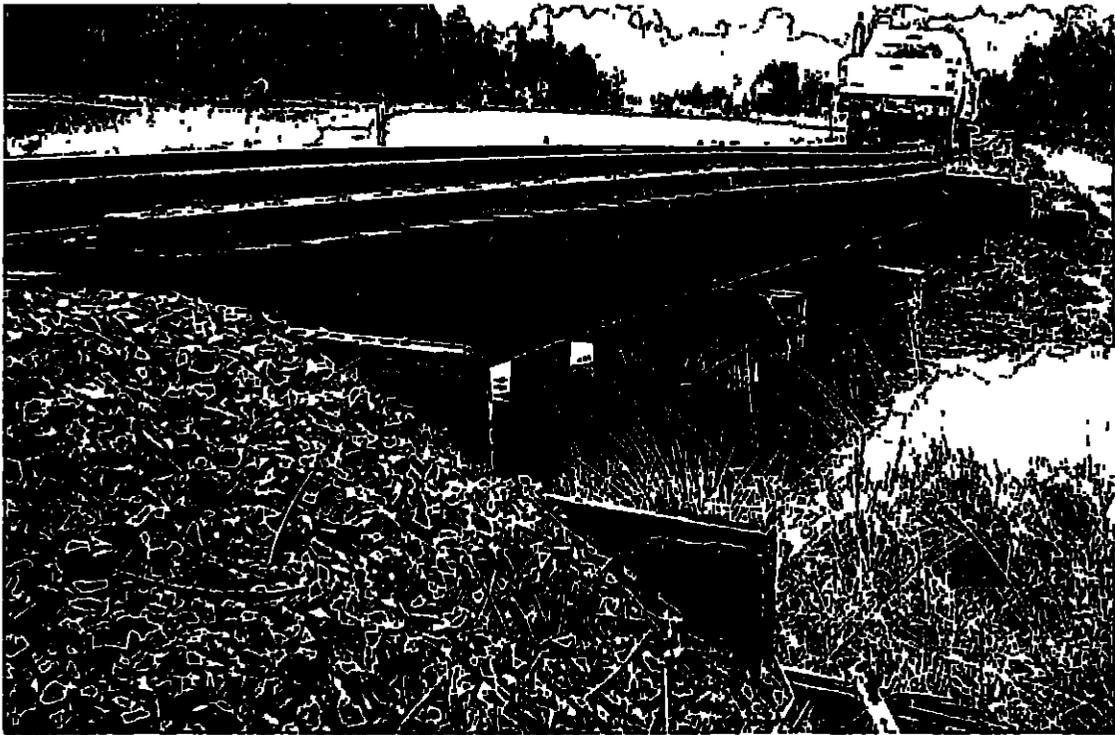
Bridge 769 11 Section 3



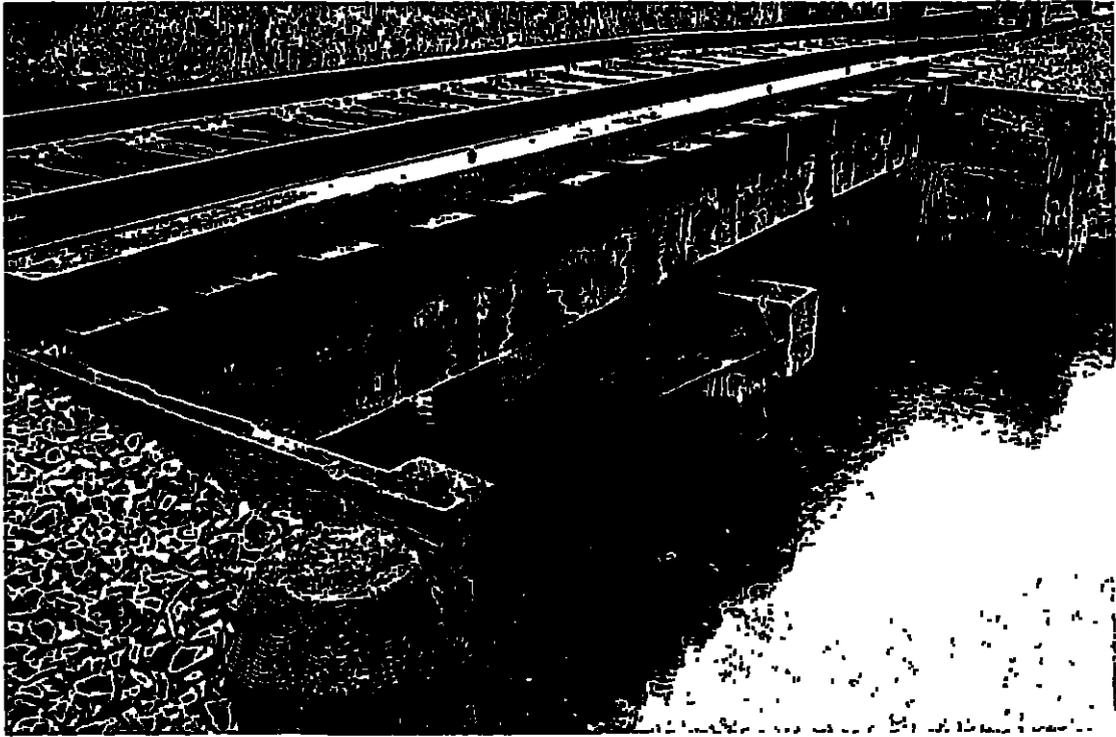
Bridge 771.76



Bridge 773 94



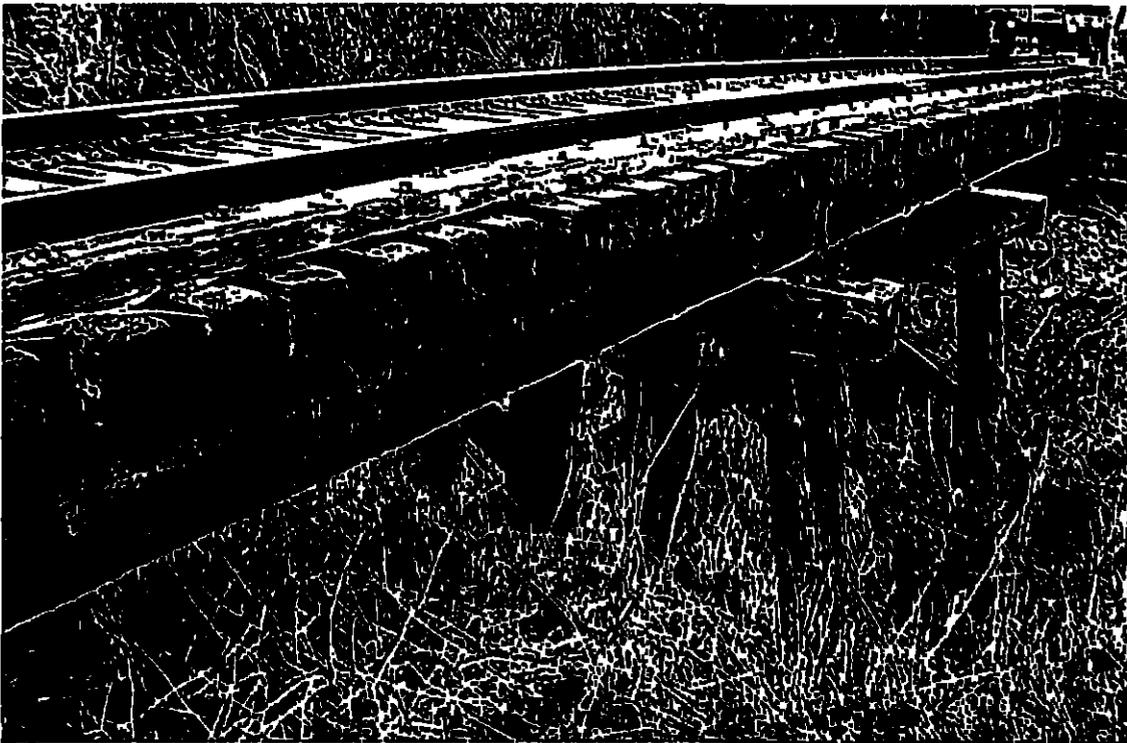
Bridge 776 56



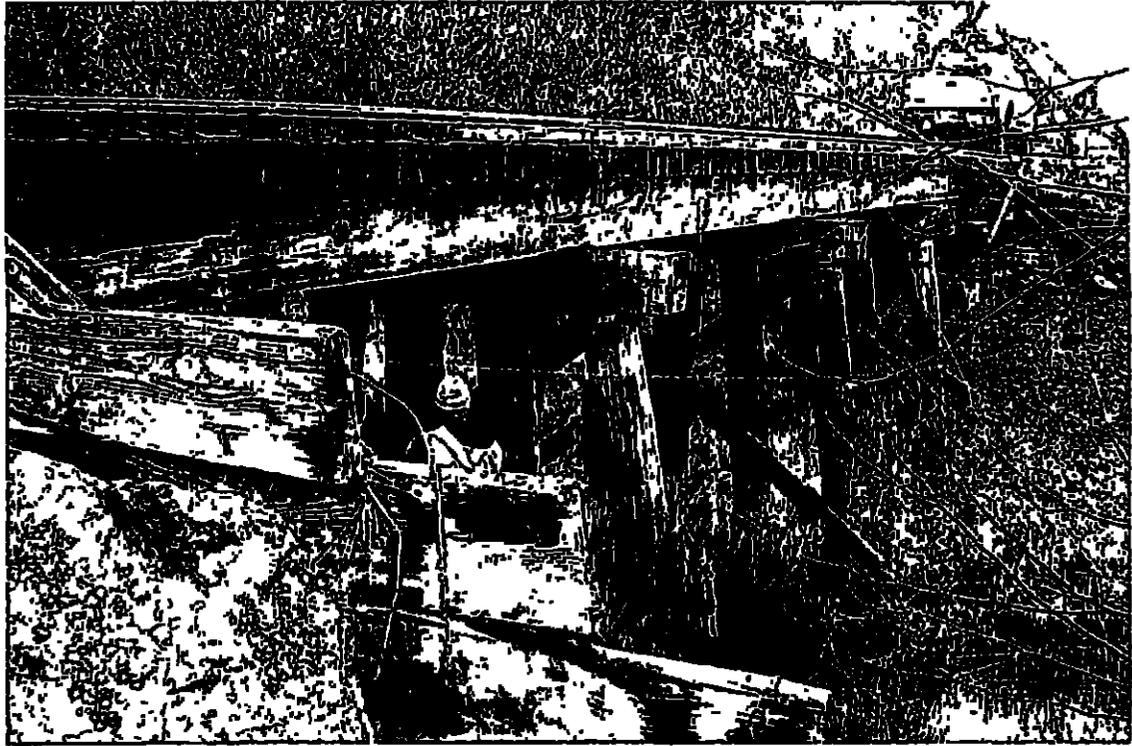
Budge 777 03



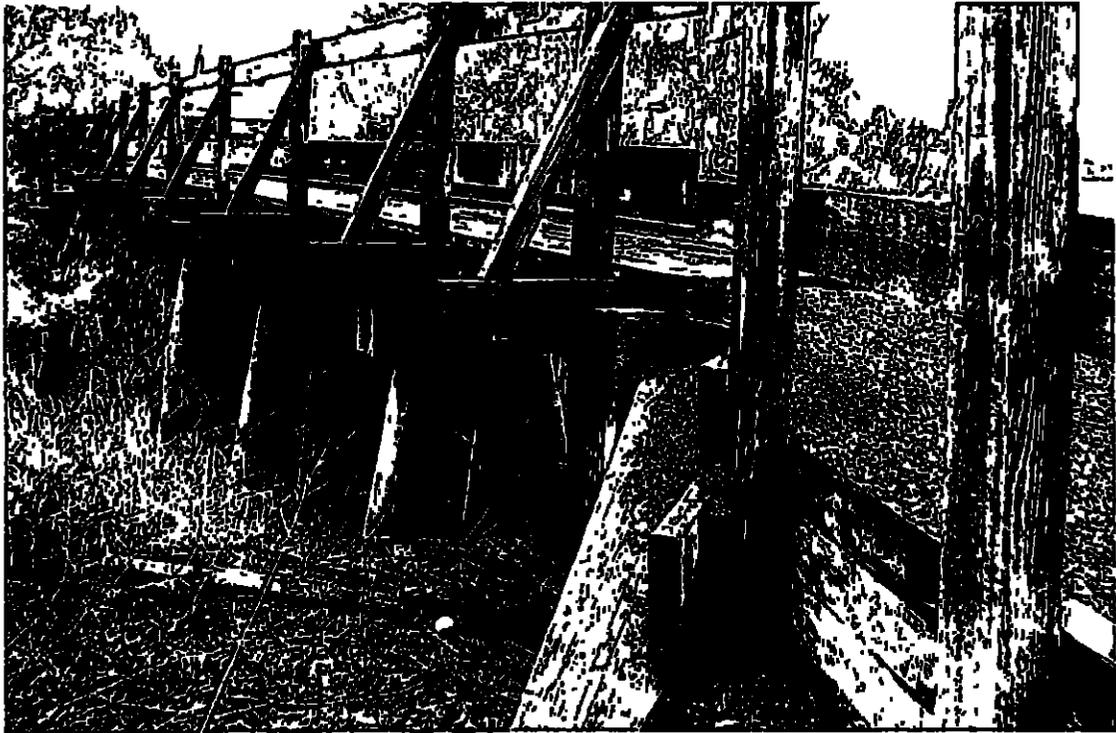
Bridge 779.80



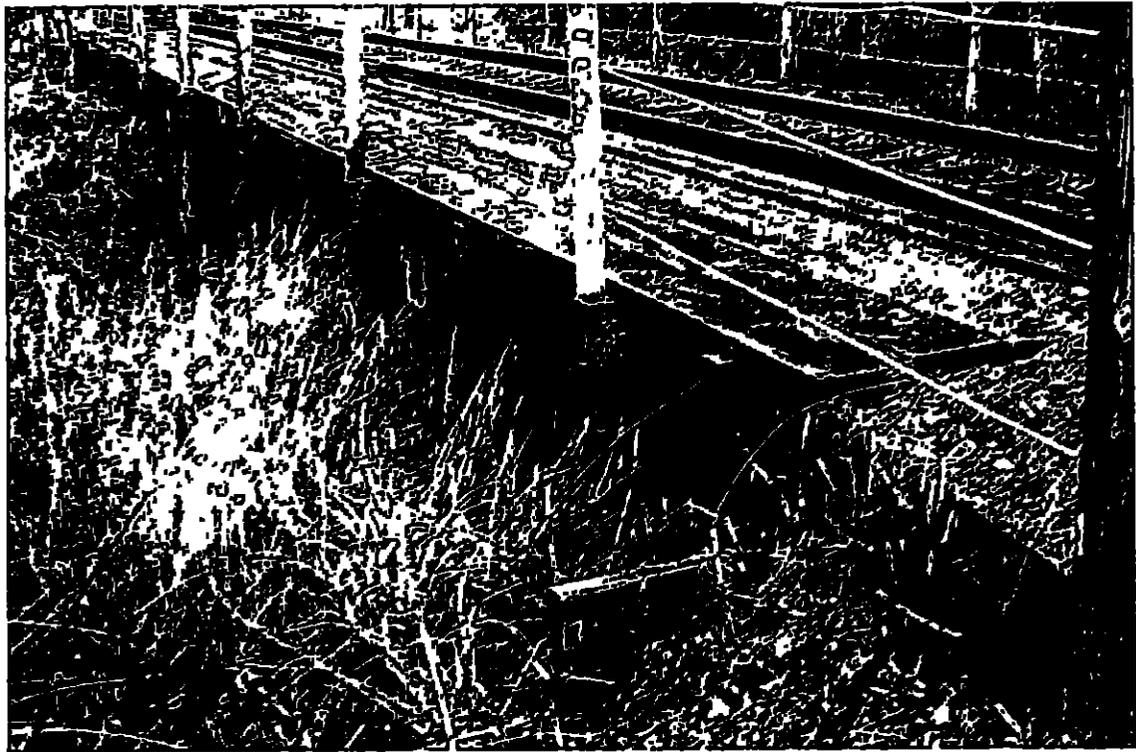
Bridge 782.35



Bridge 782.53



Bridge 785.26



Bridge 785 33

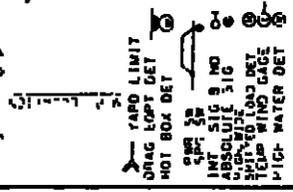
Exhibit 5

CENTRAL OREGON & PACIFIC RAILROAD, INC.
COOS BAY BRANCH

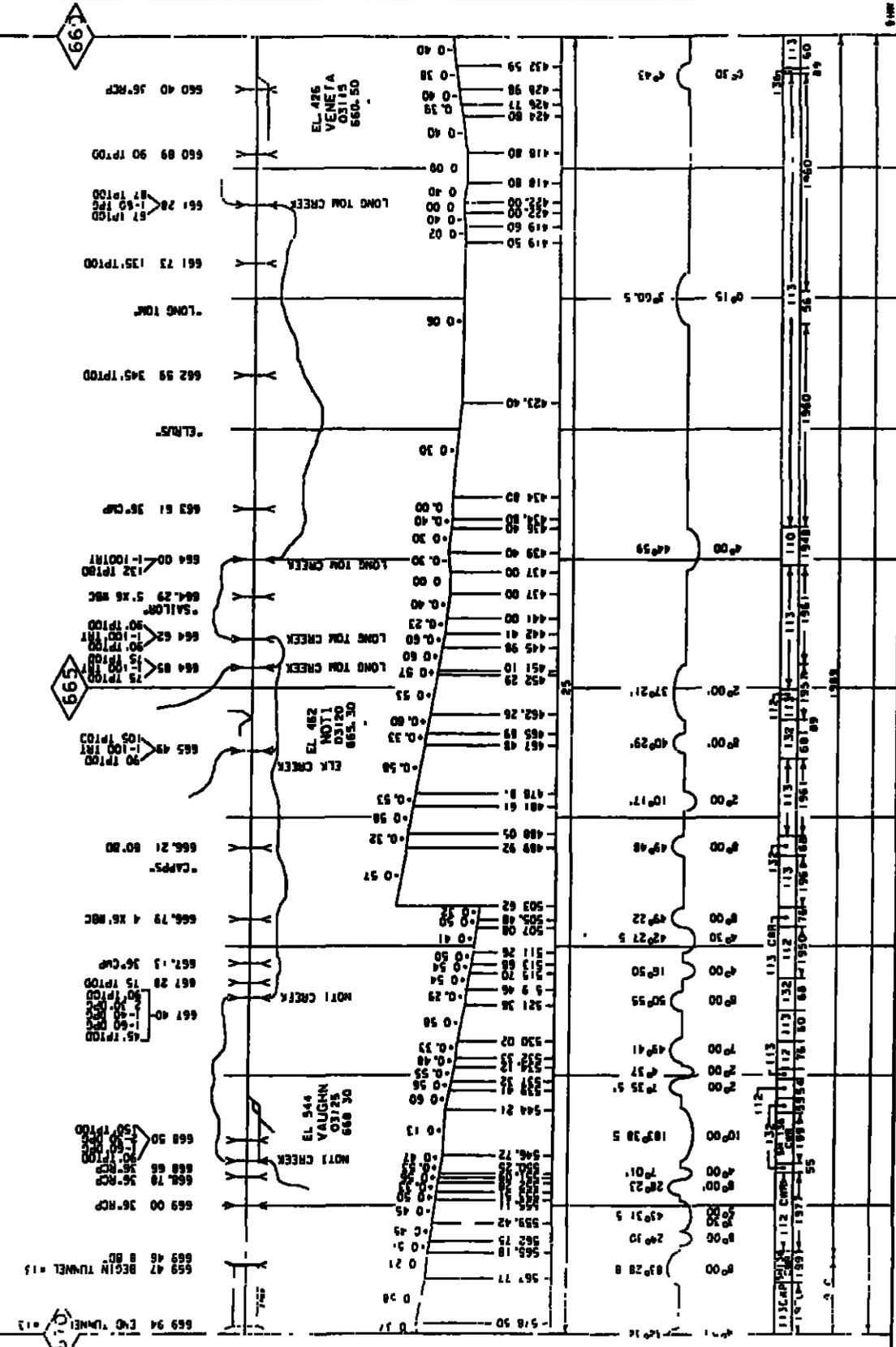
LAST REVISED
 JULY 23, 2000
 MOBILE-TEL STA

SOLD TO CENTRAL OREGON AND PACIFIC RR PER ICC FIN DOC #36463 DATED 11-21-1994, PER AGREEMENT XXXXXX, EFFECTIVE 11-21-1994, FROM MP 763 13 TO MP 652 114

NAME
 JANCE
 U P



13



MP
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 699
 700

CENTRAL OREGON & PACIFIC RAILROAD, INC.

COOS BAY BRANCH

LAST REVISED
AUGUST 23, 2000

MOBILE - EL. STA.

NAME
PLANCE

U P C I M P

FARD LIM'T

ORIG. EQUI DET

HOT BODY DET

PRR SW

LINE SIG & NO

DISP. TO

SHIPPED LOAD DET

TEAM-BIND GAGE

HIGH WATER DET

TOPOGRAPHY

ELEV. TOP OF RAIL

AT STATION M.P.

CONTROL POINTS B

CIRCULAR NAME'S

STATION NUMBER

MILE POST LOCATION

CON. CLEAR. "S" SIDING

MAX GRADE PERCENT

1 SUB GRADE 1

SLIDE WARNING

FL ABOVE SEA LEVEL

FIBER OPTICS

C T C

A B S

SPEED ALLOWANCE

AUT. SUPPR ELEV

TOTAL ANGLE

ALIGNMENT B

FLANGE LUMINATORS

DEGREE OF CURVE

RAIL SIDING

RAIL MAIN

SURFACING B L INING

SIDING

TIE GANG

SIDING

MAIN

URBAN SING DATE

1 K-MUC

2 B-L-1

3 B-L-2

4 B-L-3

5 B-L-4

6 B-L-5

7 B-L-6

8 B-L-7

9 B-L-8

10 B-L-9

11 B-L-10

12 B-L-11

13 B-L-12

14 B-L-13

15 B-L-14

16 B-L-15

17 B-L-16

18 B-L-17

19 B-L-18

20 B-L-19

21 B-L-20

22 B-L-21

23 B-L-22

24 B-L-23

25 B-L-24

26 B-L-25

27 B-L-26

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29 B-L-28

30 B-L-29

31 B-L-30

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33 B-L-32

34 B-L-33

35 B-L-34

36 B-L-35

37 B-L-36

38 B-L-37

39 B-L-38

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41 B-L-40

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127 B-L-126

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129 B-L-128

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132 B-L-131

133 B-L-132

134 B-L-133

135 B-L-134

136 B-L-135

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141 B-L-140

142 B-L-141

143 B-L-142

144 B-L-143

145 B-L-144

146 B-L-145

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149 B-L-148

150 B-L-149

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152 B-L-151

153 B-L-152

154 B-L-153

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164 B-L-163

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166 B-L-165

167 B-L-166

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169 B-L-168

170 B-L-169

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185 B-L-184

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193 B-L-192

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199 B-L-198

200 B-L-199

201 B-L-200

202 B-L-201

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210 B-L-209

211 B-L-210

212 B-L-211

213 B-L-212

214 B-L-213

215 B-L-214

216 B-L-215

217 B-L-216

218 B-L-217

219 B-L-218

220 B-L-219

221 B-L-220

222 B-L-221

223 B-L-222

224 B-L-223

CENTRAL OREGON & PACIFIC RAILROAD, INC.
COOS BAY BRANCH

LAST REVISED
 AUGUST 2, 1950

MOBILE-TEL STA

NAME
 HANDLE

V P U P

YARD LIMIT
 DRAG EOPT DET
 HOT BOT DET

SPC SW
 ABSOLUTE SIG
 B NO
 B NO

SHIFTED LOAD DET
 TEMP-WIND GAGF
 HIGH WATER DET

TOPOGRAPHY

EL. 104
 TIDE
 03145
 699 20

EL. 137
 EL. 147
 SWISSHOME
 03140
 03135
 697 10

EL. 157
 EL. 167
 LAKE CREEK
 03130
 03125
 697 10

EL. 177
 EL. 187
 SWISSHOME
 03120
 03115
 697 10

EL. 197
 EL. 207
 SWISSHOME
 03110
 03105
 697 10

EL. 217
 EL. 227
 SWISSHOME
 03100
 03095
 697 10

EL. 237
 EL. 247
 SWISSHOME
 03090
 03085
 697 10

EL. 257
 EL. 267
 SWISSHOME
 03080
 03075
 697 10

EL. 277
 EL. 287
 SWISSHOME
 03070
 03065
 697 10

EL. 297
 EL. 307
 SWISSHOME
 03060
 03055
 697 10

EL. 317
 EL. 327
 SWISSHOME
 03050
 03045
 697 10

EL. 337
 EL. 347
 SWISSHOME
 03040
 03035
 697 10

EL. 357
 EL. 367
 SWISSHOME
 03030
 03025
 697 10

EL. 377
 EL. 387
 SWISSHOME
 03020
 03015
 697 10

EL. 397
 EL. 407
 SWISSHOME
 03010
 03005
 697 10

EL. 417
 EL. 427
 SWISSHOME
 03000
 02995
 697 10

EL. 437
 EL. 447
 SWISSHOME
 02990
 02985
 697 10

EL. 457
 EL. 467
 SWISSHOME
 02980
 02975
 697 10

EL. 477
 EL. 487
 SWISSHOME
 02970
 02965
 697 10

EL. 497
 EL. 507
 SWISSHOME
 02960
 02955
 697 10

EL. 517
 EL. 527
 SWISSHOME
 02950
 02945
 697 10

EL. 537
 EL. 547
 SWISSHOME
 02940
 02935
 697 10

10

CONSTRUCTED BY WILLAMETTE PACIFIC RAILROAD-1914
 SOLD TO CENTRAL OREGON AND PACIFIC RAILROAD PER ICC PIN DOC 36463 DATED 11-21-1994 PER AGREEMENT XXXXXX EFFECTIVE 11-21-1994 FROM MP 765 13 TO MP 692 114

690 47 1-40 TPC

690 85 1-50 TPC
 1-100 TRT

691 05 1-50 TPC
 1-100 TRT

691 38 15 00

692 06 15 00

692 23 4-X3-TWB

692 54 36-RCP

692 78 48-X32-RCP

693 27 75 00

694 78 1-80 DPC
 1-150 TRT

694 98 15 00

695 43 36-RCP

696 68 1-50 TPC
 1-100 TRT

697 04 36-RCP

697 24 3-K4-TWB

697 52 36-RCP

697 72 3-K6-TWB

698 25 39-X48-TWB

698 64 3-K4-TWB

699 30 60-CMP

700

700

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10

CONSTRUCTED BY WILLAMETTE PACIFIC RAILROAD-1914
 SOLD TO CENTRAL OREGON AND PACIFIC RAILROAD PER ICC PIN DOC 36463 DATED 11-21-1994 PER AGREEMENT XXXXXX EFFECTIVE 11-21-1994 FROM MP 765 13 TO MP 692 114

690 47 1-40 TPC

690 85 1-50 TPC
 1-100 TRT

691 05 1-50 TPC
 1-100 TRT

691 38 15 00

692 06 15 00

692 23 4-X3-TWB

692 54 36-RCP

692 78 48-X32-RCP

693 27 75 00

694 78 1-80 DPC
 1-150 TRT

694 98 15 00

695 43 36-RCP

696 68 1-50 TPC
 1-100 TRT

697 04 36-RCP

697 24 3-K4-TWB

697 52 36-RCP

697 72 3-K6-TWB

698 25 39-X48-TWB

698 64 3-K4-TWB

699 30 60-CMP

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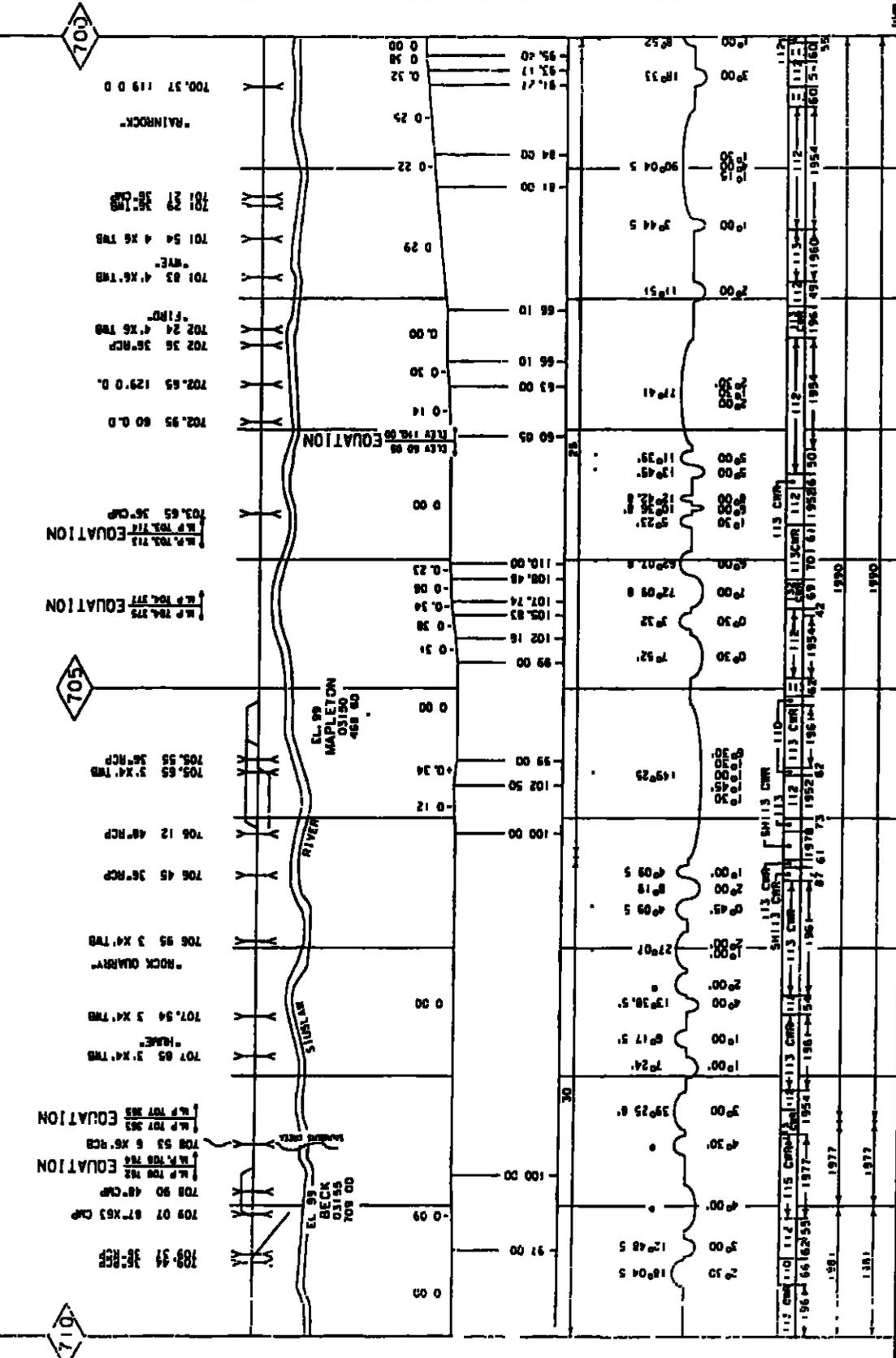
GRADE ZONE DATA
 A - RAMP
 B - FLUSH
 C - GATES
 D - TIE
 E - TRANSIT SIG
 F - STOP SIGN
 G - STOP SIGN
 H - STOP SIGN
 I - STOP SIGN
 J - STOP SIGN
 K - STOP SIGN
 L - STOP SIGN
 M - STOP SIGN
 N - STOP SIGN
 O - STOP SIGN
 P - STOP SIGN
 Q - STOP SIGN
 R - STOP SIGN
 S - STOP SIGN
 T - STOP SIGN
 U - STOP SIGN
 V - STOP SIGN
 W - STOP SIGN
 X - STOP SIGN
 Y - STOP SIGN
 Z - STOP SIGN

CENTRAL OREGON & PACIFIC RAILROAD, INC.
COOS BAY BRANCH

LAST REVISED
 10/25/53 2-75
 VOB LE-TEL STA

CONSTRUCTED BY WILLAMETTE PACIFIC RAILROAD-1915
 SOLD TO CENTRAL OREGON AND PACIFIC RAILROAD PER ICC FIN DEC 30/43 DATED 11-21-1994 PER AGREEMENT XXXXXXX EFFECTIVE 11-21-1994 FROM MP 703.13 TO MP 852.114

9



NAME	GRADE	PERCENT	1 SUB GRADE
710	0.03		
709 07	0.07	0.99	
708 34	0.34	0.99	
708 07	0.07	0.99	
708 50	0.50	0.99	
708 53	0.53	0.99	
708 55	0.55	0.99	
706 45	0.45	0.99	
706 12	0.12	0.99	
705 55	0.55	0.99	
705 58	0.58	0.99	
705 59	0.59	0.99	
705 65	0.65	0.99	
705 66	0.66	0.99	
705 68	0.68	0.99	
705 69	0.69	0.99	
705 70	0.70	0.99	
705 71	0.71	0.99	
705 72	0.72	0.99	
705 73	0.73	0.99	
705 74	0.74	0.99	
705 75	0.75	0.99	
705 76	0.76	0.99	
705 77	0.77	0.99	
705 78	0.78	0.99	
705 79	0.79	0.99	
705 80	0.80	0.99	
705 81	0.81	0.99	
705 82	0.82	0.99	
705 83	0.83	0.99	
705 84	0.84	0.99	
705 85	0.85	0.99	
705 86	0.86	0.99	
705 87	0.87	0.99	
705 88	0.88	0.99	
705 89	0.89	0.99	
705 90	0.90	0.99	
705 91	0.91	0.99	
705 92	0.92	0.99	
705 93	0.93	0.99	
705 94	0.94	0.99	
705 95	0.95	0.99	
705 96	0.96	0.99	
705 97	0.97	0.99	
705 98	0.98	0.99	
705 99	0.99	0.99	
706 00	0.00	0.99	
706 01	0.01	0.99	
706 02	0.02	0.99	
706 03	0.03	0.99	
706 04	0.04	0.99	
706 05	0.05	0.99	
706 06	0.06	0.99	
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CENTRAL OREGON AND PACIFIC RAILROAD INC
OODS BAY BRANCH

TEXT REVISED
 AUGUST 21 1950
 MOBILE-FEL STA

11' 0" RANGE

CONSTRUCTED BY WILLAMETTE PACIFIC RAILROAD-1915
 - SOLD TO CENTRAL OREGON AND PACIFIC RAILROAD PER ICC FIN DEC 34463 DATED 11-21-1934 PER AGREEMENT XXXXXX EFFECTIVE 11-21-1934 FROM MP 753 13 TO MP 652 114

715.40
 1-200' TPT
 1-235' TPT
 1-251' TPT
 68' TPC
 1-200' TPT
 1-235' TPT
 1-251' TPT

715.40
 1-200' TPT
 1-235' TPT
 1-251' TPT

TOPOGRAPHY

ELEV. TOP OF RAIL

AT STATION

CONTROL POINTS

STATION MARKS

CIRCULAR MARKERS

MILE POST LOCATION

10'-0" CLEARANCE

MAX GRADE PERCENT

SUB GRADE

SLIPES WARNING

ELEV ABOVE SEA LEVEL

FIELD OPTICS

1 1/2"

2 1/2"

3 1/2"

SPEED ALLOWANCE

AUTH. SUPER ELEV.

TOTAL ANGLE

ALIGNMENT B

FLANGE LUBRICATORS

DEGREE OF CURVE

RAIL SIZING

RAIL MA N

SURFACING B LINTING

SIZING

1 1/2" GAUC

MAIN

1 1/2" GAUC

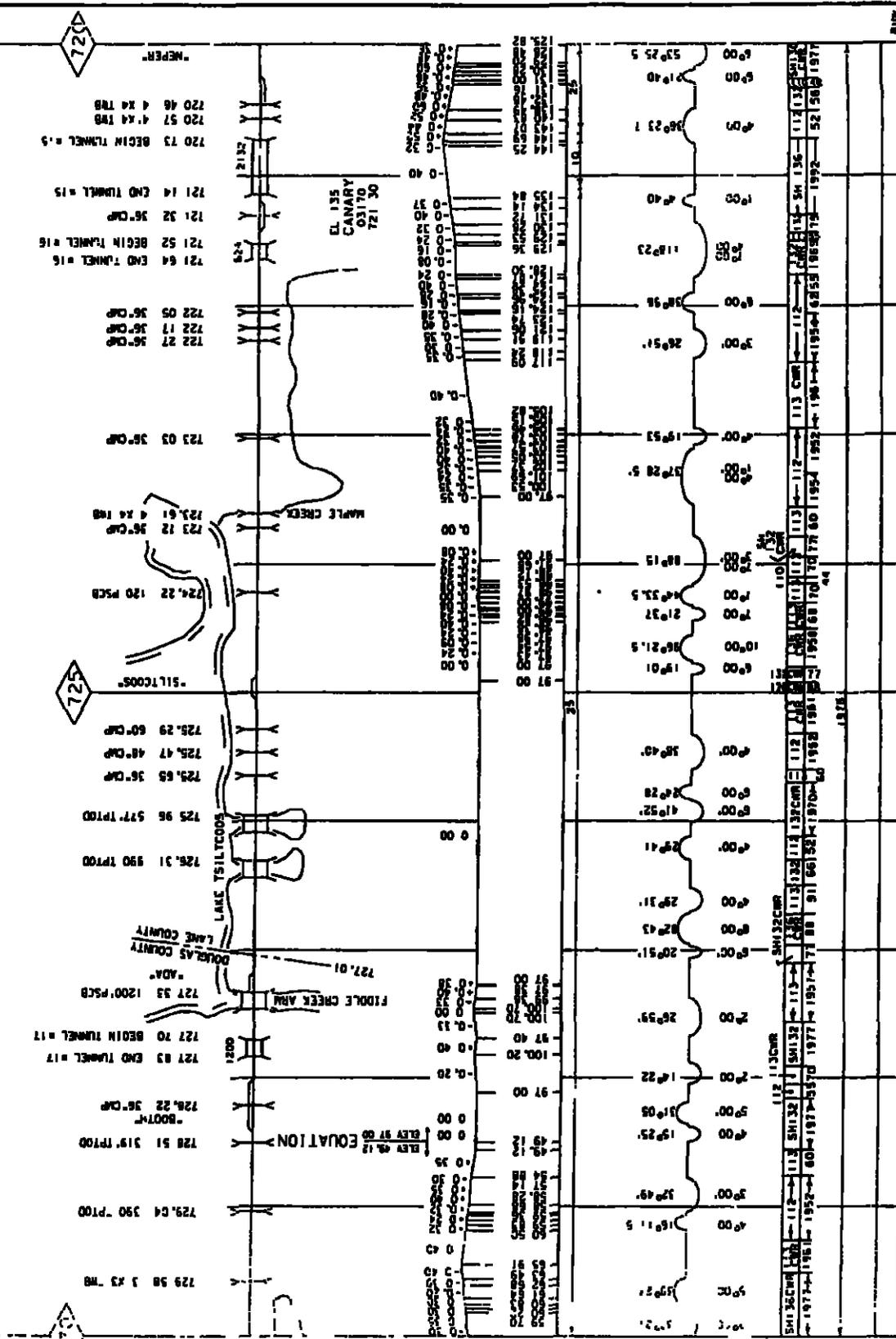
SIZING

MAIN

CENTRAL OREGON AND PACIFIC RAILROAD INC
COOS BAY BRANCH

LAST REVISED
 AUGUST 23, 2000
 MOBILE-TEL STA

SOLD TO CENTRAL OREGON AND PACIFIC RAILROAD PER ICC FIN DEC 16463 DATED 11-21-1984 PER AGREEMENT DARNAY EFFECTIVE 11-21-1984 FROM MP 763.13 TO MP 852.114



WARD LIMIT
 DRAG EMT DET
 HOT BOY DET
 SPC SW
 INT SIG B NO
 ABSOLUTE SIG
 SWITCH AND DET
 FLY-WIND GAGE
 HIGH WATER DET

TOPOGRAPHY
 ELEV TOP OF RAIL
 AT STATION M.P.
 CONTROL POINTS &
 STATION MARKS
 CHISEL MARKER
 MILE POST LOCATION
 WITH CLEARANCE OF SIDING

MAX GRADE PERCENT
 1 SUB GRADES

SL. OF WARNING
 E. ABOVE SEA LEVEL
 FIBER OPTICS
 C T C

SPEED ALLOWANCE
 AUTH SUPER ELEV

TOTAL ANGLE
 ALIGNMENT &
 FLANGE LIMITATORS

DEGREE OF CURVE
 RAIL SIDING

RAIL MAIN
 SURFACING & LINING
 SIDING

TIE GAUGE
 SIDING
 MAIN

CHUCK DATA
 RAIL
 LATER
 WITH RAIL
 SIGNAL
 SIGNAL
 SIGNAL

STATION	MP	DESCRIPTION	GRADE (%)	ANGLE (°)	CURVE (°)	RAIL	TYPE	DATE
729.58	3 X3 TB		1.5	0	0	SHI 32CWR	112	1977
729.04	390 P100		1.5	0	0	SHI 32CWR	112	1977
728.51	319 P100		1.5	0	0	SHI 32CWR	112	1977
728.22	36 CWP		1.5	0	0	SHI 32CWR	112	1977
727.83	END TUNNEL #17		1.5	0	0	SHI 32CWR	112	1977
727.70	BEGIN TUNNEL #17		1.5	0	0	SHI 32CWR	112	1977
727.33	1200 P5CB		1.5	0	0	SHI 32CWR	112	1977
727.01	ADA		1.5	0	0	SHI 32CWR	112	1977
725.96	577 P100		1.5	0	0	SHI 32CWR	112	1977
725.65	36 CWP		1.5	0	0	SHI 32CWR	112	1977
725.47	48 CWP		1.5	0	0	SHI 32CWR	112	1977
725.29	60 CWP		1.5	0	0	SHI 32CWR	112	1977
724.22	120 P5CB		1.5	0	0	SHI 32CWR	112	1977
723.61	4 X4 TB		1.5	0	0	SHI 32CWR	112	1977
723.52	END TUNNEL #16		1.5	0	0	SHI 32CWR	112	1977
723.32	36 CWP		1.5	0	0	SHI 32CWR	112	1977
721.14	END TUNNEL #15		1.5	0	0	SHI 32CWR	112	1977
720.73	BEGIN TUNNEL #15		1.5	0	0	SHI 32CWR	112	1977
720.57	4 X4 TB		1.5	0	0	SHI 32CWR	112	1977
720.46	4 X4 TB		1.5	0	0	SHI 32CWR	112	1977

720
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**CENTRAL OREGON AND PACIFIC RAILROAD INC
OODS BAY BRANCH**

LAST REVISED
MOBILE-TL STA
DATE
M P M P

NAME
DATE
M P M P

YARD LIMIT
NOT FOR DET
SFC 50
INT SIG A NO
ABSOLUTE SIG
SHIPPED LOAD DET
TEMP-WY GAG
HIGH WATER DET

TOPOGRAPHY
ELEV TOP OF RAIL
AT STATION MARK
CONTR. POINTS &
STATION NAMES
IRREGULAR / NUMBER
MILE POST - ORATION
LOW (CL) / HIGH OF SIDING

MAJ GRADE PERCENT
(SUB GRADE)

SLIDE WARNING
EL ABOVE SEA LEVEL
FIBER OPTICS
C T C
A B S
SPEED ALLOWANCE

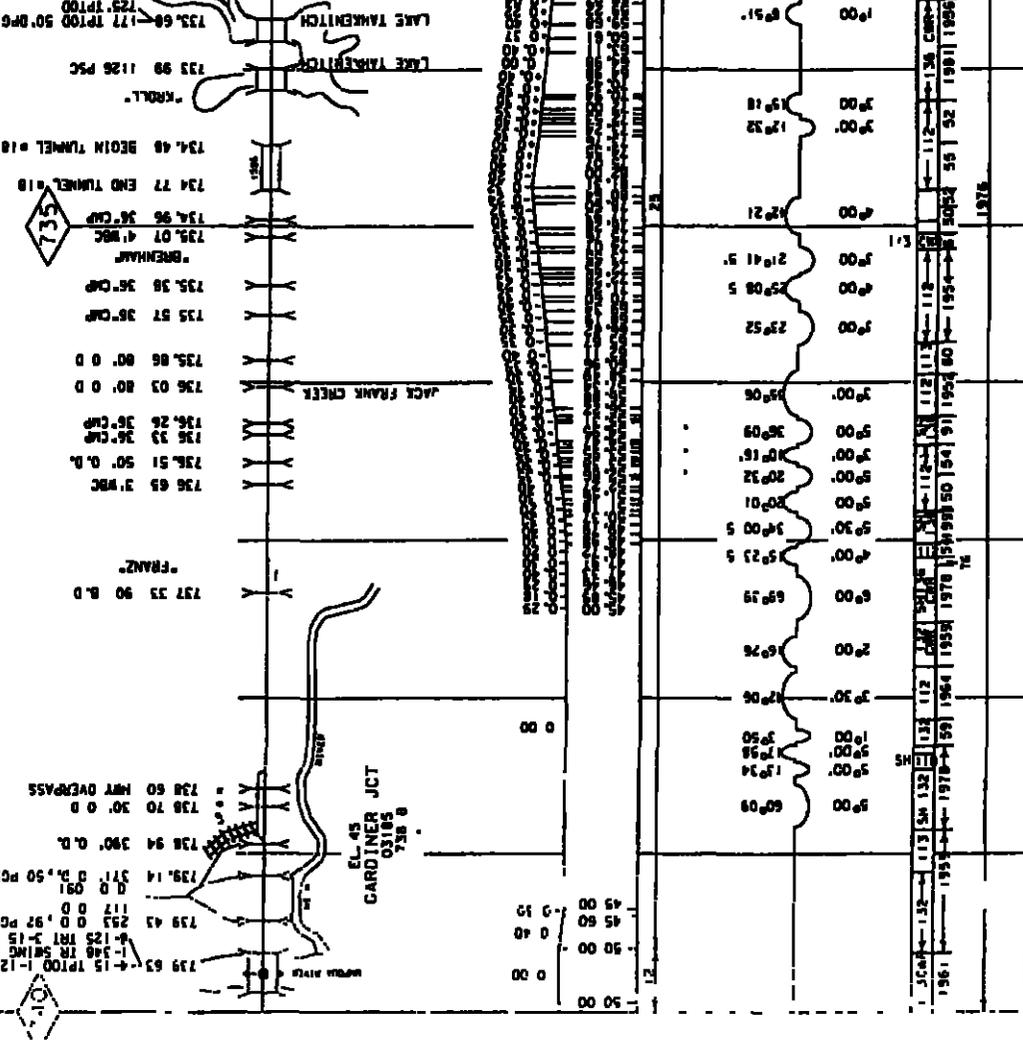
AUTH SUPPR ELEV
TOTAL ANGLE
ALIGNMENT &
FLANGE ILLUMINATORS

DEGREE OF CURVE
RAIL SICING
RAIL MAIN
SIDING
TIE GANG
MAIN

GRADE - STAKE DATA
B A
K BUCK
G CATER
H GATE
I WILE
J WILE
K STOP
L SIGN
M 1/2 LEVER

SOLD TO CENTRAL OREGON AND PACIFIC RAILROAD PER ICC P IN DOC 34463 DATED 11-21-1994 PER AGREEMENT XXXXXX EFFECTIVE 11-21-1994 FROM MP 763 13 TO MP 652 114

CONSTRUCTED BY WILLAMETTE PACIFIC RAILROAD-1916



**CENTRAL OREGON AND PACIFIC RAILROAD INC
COOS BAY BRANCH**

REVISED
AUGUST 23, 2000

MOBILE - EL STA

NAME
RANGE

U M M P

740-0

740-1

740-2

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SOLD TO CENTRAL OREGON AND PACIFIC RAILROAD PER ICC FIN DOC 1463 DATED 11-21-1994 FROM MP 743.13 TO MP 852.114

CONSTRUCTED BY WILLAMETTE PACIFIC RAILROAD-1916

11-21-1994 PER AGREEMENT XXXXXX EFFECTIVE 11-21-1994 FROM MP 743.13 TO MP 852.114

749.08

749.09 923 PSC

749.08

748.81 3" X 4" TMB

748.88 75 00

748.44 30' 00"

748.06 90' 00"

748.06 90' 00"

747.38 52" X 72" TMB

746.88 4" X 6" TMB

746.41 END TUNNEL # 19

746.47 4" X 4" TMB

746.36 40" X 42" TMB

744.85 75' 00"

744.70 75' 00"

744.44 75' 00"

744.24 75' 00"

744.06 120' 00"

743.97 105' 00"

743.86 120' 00"

743.73 135' 00"

743.20 45' 00"

742.95 80' 00"

742.72 137' 00"

742.24 125' 00"

742.05 45' 00"

741.74 45' 00"

741.58 4-15 17' 00"

740.84 480' 80"

740.26 4-15 17' 00"

BLACK LAKE

DOUGLAS CO

WILLARD

THAMP

WIND CREEK

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SCORFIELD CREEK

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MAX GRADE PERCENT

(SUB GRADE)

5.1%

5.1%

5.1%

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5.1% WARNING

**CENTRAL OREGON & PACIFIC RAILROAD INC
CASCADE SUBDIVISION - COOS BAY BRANCH**

1. ALL TRACKS
CONSTRUCTED BY COOS BAY, ROSEBURG AND EASTERN RAILROAD AND NAVIGATION CO - 1880-93
LEASED TO CENTRAL OREGON AND PACIFIC RAILROAD PER ICC FIN DOC 36463 DATED 12-31-1984
FROM MP 766.50 TO MP 765.13 PER AGREEMENT EXHIBIT EFFECTIVE NOVEMBER 21, 1984

2. ALL TRACKS
CONSTRUCTED BY COOS BAY, ROSEBURG AND EASTERN RAILROAD AND NAVIGATION CO - 1880-93
LEASED TO CENTRAL OREGON AND PACIFIC RAILROAD PER ICC FIN DOC 36463 DATED 12-31-1984
FROM MP 766.50 TO MP 765.13 PER AGREEMENT EXHIBIT EFFECTIVE NOVEMBER 21, 1984

3. ALL TRACKS
CONSTRUCTED BY COOS BAY, ROSEBURG AND EASTERN RAILROAD AND NAVIGATION CO - 1880-93
LEASED TO CENTRAL OREGON AND PACIFIC RAILROAD PER ICC FIN DOC 36463 DATED 12-31-1984
FROM MP 766.50 TO MP 765.13 PER AGREEMENT EXHIBIT EFFECTIVE NOVEMBER 21, 1984

4. ALL TRACKS
CONSTRUCTED BY COOS BAY, ROSEBURG AND EASTERN RAILROAD AND NAVIGATION CO - 1880-93
LEASED TO CENTRAL OREGON AND PACIFIC RAILROAD PER ICC FIN DOC 36463 DATED 12-31-1984
FROM MP 766.50 TO MP 765.13 PER AGREEMENT EXHIBIT EFFECTIVE NOVEMBER 21, 1984

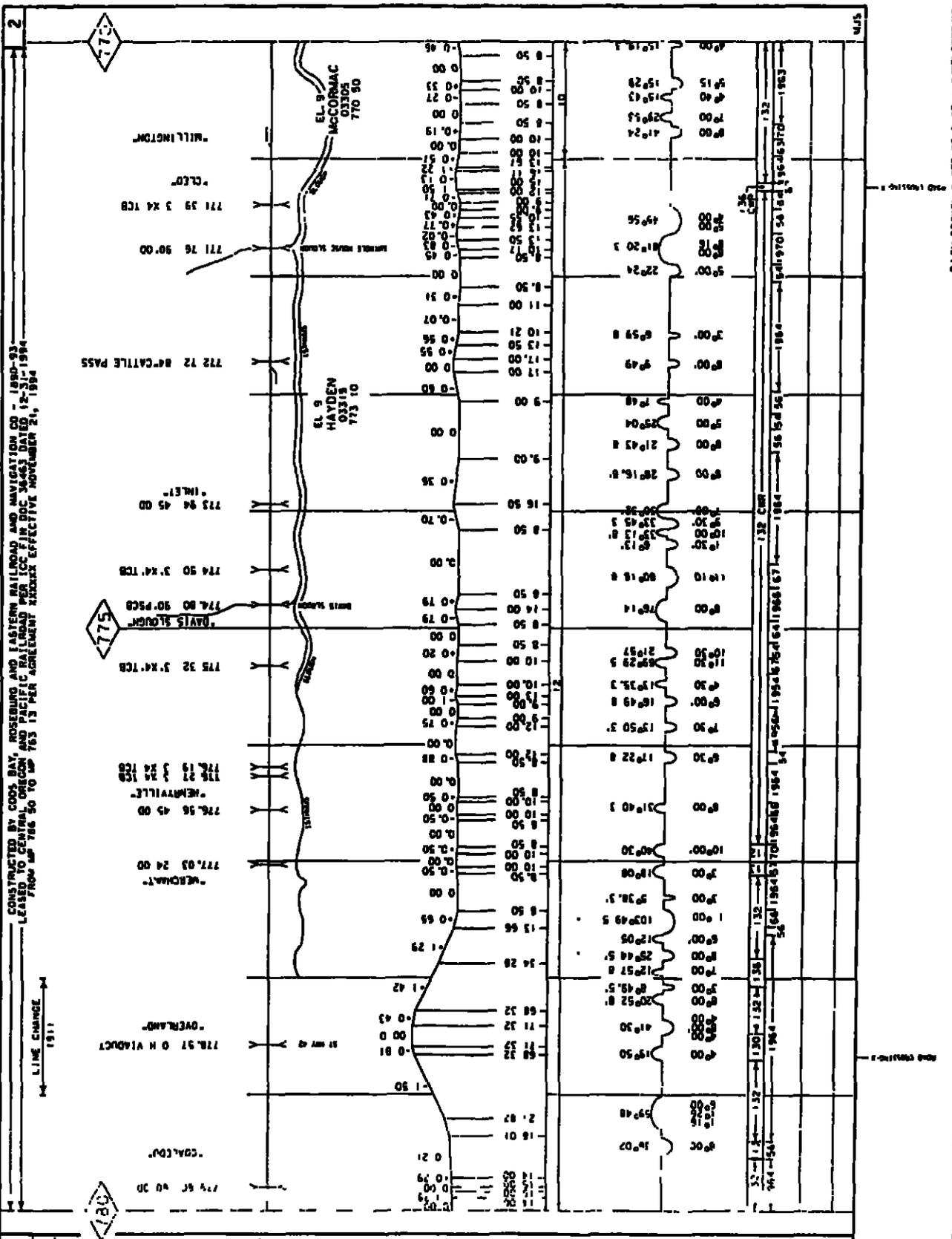
5. ALL TRACKS
CONSTRUCTED BY COOS BAY, ROSEBURG AND EASTERN RAILROAD AND NAVIGATION CO - 1880-93
LEASED TO CENTRAL OREGON AND PACIFIC RAILROAD PER ICC FIN DOC 36463 DATED 12-31-1984
FROM MP 766.50 TO MP 765.13 PER AGREEMENT EXHIBIT EFFECTIVE NOVEMBER 21, 1984

6. ALL TRACKS
CONSTRUCTED BY COOS BAY, ROSEBURG AND EASTERN RAILROAD AND NAVIGATION CO - 1880-93
LEASED TO CENTRAL OREGON AND PACIFIC RAILROAD PER ICC FIN DOC 36463 DATED 12-31-1984
FROM MP 766.50 TO MP 765.13 PER AGREEMENT EXHIBIT EFFECTIVE NOVEMBER 21, 1984

7. ALL TRACKS
CONSTRUCTED BY COOS BAY, ROSEBURG AND EASTERN RAILROAD AND NAVIGATION CO - 1880-93
LEASED TO CENTRAL OREGON AND PACIFIC RAILROAD PER ICC FIN DOC 36463 DATED 12-31-1984
FROM MP 766.50 TO MP 765.13 PER AGREEMENT EXHIBIT EFFECTIVE NOVEMBER 21, 1984

8. ALL TRACKS
CONSTRUCTED BY COOS BAY, ROSEBURG AND EASTERN RAILROAD AND NAVIGATION CO - 1880-93
LEASED TO CENTRAL OREGON AND PACIFIC RAILROAD PER ICC FIN DOC 36463 DATED 12-31-1984
FROM MP 766.50 TO MP 765.13 PER AGREEMENT EXHIBIT EFFECTIVE NOVEMBER 21, 1984

9. ALL TRACKS
CONSTRUCTED BY COOS BAY, ROSEBURG AND EASTERN RAILROAD AND NAVIGATION CO - 1880-93
LEASED TO CENTRAL OREGON AND PACIFIC RAILROAD PER ICC FIN DOC 36463 DATED 12-31-1984
FROM MP 766.50 TO MP 765.13 PER AGREEMENT EXHIBIT EFFECTIVE NOVEMBER 21, 1984



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**CENTRAL OREGON & PACIFIC RAILROAD INC
CASCADE SUBDIVISION-COOS BAY BRANCH**

1. ALL TRACKS
2. ALL SIGS
3. ALL SIGNALS
4. ALL SIGNALS
5. ALL SIGNALS
6. ALL SIGNALS
7. ALL SIGNALS
8. ALL SIGNALS
9. ALL SIGNALS
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** X * ARRANGEMENT APPROVED BY STB
DOC AB-23 (SUB 1481) AND COMP
AB 515 (SUB 12) FROM MP 785.50
TO MP 786.50 EFFECTIVE 11-29-2000

** DISCONTINUING SERVICE PER ICC FIN DOC 4812
DATED 9-6-1984 FROM MP 794.92
TO MP 795.50 EFFECTIVE 11-29-2000
AND ABANDONED PER ICC FIN DOC 11721
DATED 7-22-1987 FROM MP 794.92 TO MP 787.44

** MYRTLE POINT TO POWERS CONSTRUCTED BY
SMITH POWER LOGGING CO IN 1908
ABANDONED 1970 MP 794.92 TO MP 815.70

** CONSTRUCTED BY COOS BAY, ROSELBURG AND
EASTERN RR AND NORTHERN CO-1894
84 MILES MP 780.86 TO MP 782.70 TO
BEAVER HILL COAL MINE ABANDONED 1925

CONSTRUCTED BY COOS BAY, ROSELBURG AND EASTERN RAILROAD AND NAVIGATION CO - 1890-93
LEASED TO CENTRAL OREGON AND PACIFIC RAILROAD FOR ICC FIN DOC 36483 DATED 12-31-1994
FROM MP 786.50 TO MP 785.13 PER AGREEMENT XROCKR EFFECTIVE NOVEMBER 21, 1994

787.44 END OF BRANCH
788.48 29 1700
789.52 25 1700
790.56 21 1700
791.60 17 1700
792.64 13 1700
793.68 9 1700
794.72 5 1700
795.76 1 1700
796.80 0 1700
797.84 0 1700
798.88 0 1700
799.92 0 1700
800.96 0 1700
802.00 0 1700
803.04 0 1700
804.08 0 1700
805.12 0 1700
806.16 0 1700
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