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EXHIBIT E

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Office of Proceedings

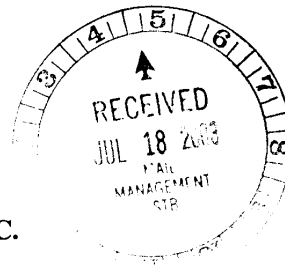
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Part of
Public Record

HISTORIC REPORT

(49 C.F.R. 1105.8)

Docket No. AB-853 (Sub-No. 1X)



KANSAS & OKLAHOMA RAILROAD, INC.
--ABANDONMENT EXEMPTION--
IN HODGEMAN, COMANCHE, KIOWA AND PRATT COUNTIES, KANSAS

The Historic Report should contain the information required by 1105.7(e)(1) of the Environmental Report. The following is excerpted from the Environmental Report prepared for the proposed abandonment:

(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.

Kansas & Oklahoma Railroad, Inc. ("K&O"), proposes to abandon the following two rail line segments: (1) the 10.7-mile section of its rail line located between milepost 36.3, at Hanston, and milepost 47.0, at Jetmore, in Hodgeman County, Kansas; and (2) the 46.8-mile rail line located between milepost 589.2, at Coats, and milepost 636.0, at Protection, in Comanche, Kiowa and Pratt Counties, Kansas (the "Lines"). Upon receipt of abandonment authority, K&O intends to remove the rail, track material, and crossties. There are currently no plans to remove any of the bridge structures along the Lines.

K&O acquired the Lines in June 2001 from Central Kansas Railway, L.L.C.¹ To the best of K&O's knowledge, no traffic has moved over the Coats to Protection for about five years and

¹ See STB Docket No. 34030, *Kansas & Oklahoma Railroad, Inc. – Acquisition Exemption – Central Kansas Railway, L.L.C.* (not printed), served June 12, 2001. After the acquisition was

the Hanston to Jetmore line for about three years. Since June 2001, no local traffic has moved over the Lines. Since the Lines are stub-ended, no overhead traffic moves over the Lines.

The Lines have had no traffic in recent years. In addition, no maintenance has been performed on these dormant Lines for some time. Therefore, the proposed abandonment will have no impact on rail freight operations and maintenance practices on the Lines.

The only alternative to abandonment would be not to abandon the Lines thereby forcing K&O to pass the opportunity costs of retaining the Lines to other K&O customers. This would not be a prudent use of carrier resources.

A map of the proposed abandonment is attached hereto as Exhibit 1.

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;*

Maps and the identification of all structures on the Lines that are 50 years old or older have been supplied to the Kansas State Historical Society ("KSHS"). See Exhibit 2.

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;*

The rights-of-way are predominately 100 feet in width. The 10.7-mile rail line is located between Hanston and Jetmore, in Hodgeman County, Kansas, beginning at milepost 36.3, at

consummated by K&O, the mileposts on the Englewood Subdivision were renumbered and

Hanston, and running generally in a southwesterly direction to the end of the line at milepost 47.0, at Jetmore. The 46.8-mile line lies in Comanche, Kiowa and Pratt Counties, Kansas. That line begins at milepost 589.2, at Coats, and extends in a westerly direction through the communities of Belvidere, Wilmore and Coldwater to the end of the line at milepost 636.0, at Protection. Both lines traverse predominately flat, rural areas.

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 immediate surrounding area;*

The only structures on the Lines associated with the proposed abandonment that are 50 years old or older are 32 bridges. All of the bridges are open deck wood pile trestles which are of quite common design and construction and of no historical significance. A list of the bridges and a drawing of their design is attached as Exhibit 2.

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;*

There are 32 bridges located on the Lines which are fifty years old or older. The bridges were originally constructed between 1905 and 1950. See Exhibit 2. K&O is not in possession of any engineering documents regarding the maintenance or repair of these bridges.

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;*

According to K&O records, the Lines were originally constructed by The Atchison, Topeka & Santa Fe Railway Company. In the recent past, the Lines were used to transport grain. No traffic has moved on the Lines in three to five years.

former milepost 136, at the end of the line at Protection, became milepost 636.

The Lines are in poor condition and have not seen any traffic in recent years. In order to restart freight operations, significant rehabilitation would be required. Because no traffic has moved on the Lines in three to five years, no changes to current transportation patterns are anticipated upon the abandonment of the Lines.

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;*

There are no available individual drawings for the 32 bridges on the Line. Each of the bridges is quite common in design and construction and is of no historical significance. They are typical of many bridges found throughout North America. A generic drawing of the type of bridges that are on the Lines is contained in Exhibit 2.

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);*

The 32 bridges are quite common in design and construction. None has any historical significance as to the history of railroad construction or operation. These are common structures found on numerous railroads throughout North America. There are also no known archeological resources 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.*

There are no existing records as to the nature of any known subsurface ground disturbance or fill, or environmental condition 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).*

K&O does not foresee the likelihood that any additional information will need to be supplied in association with the proposed line abandonment other than that information previously submitted. But, if any additional information is requested, K&O will promptly supply the necessary information.

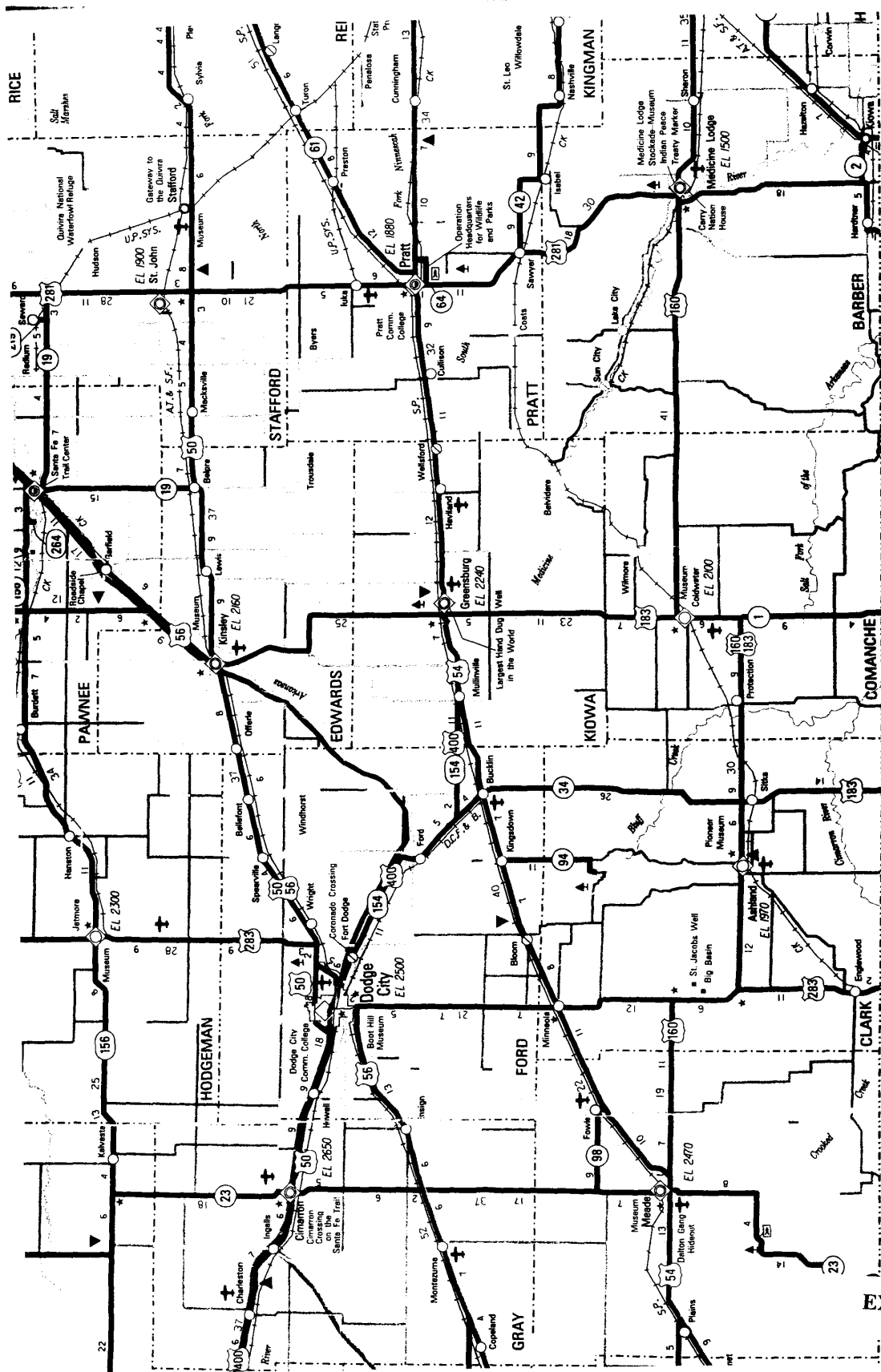


EXHIBIT 1

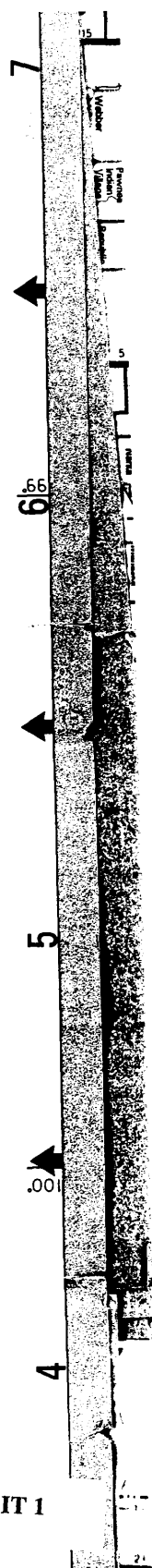


EXHIBIT 2

BALL JANIK LLP

A T T O R N E Y S

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KARL MORELL
OF COUNSEL

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June 26, 2003

Kansas State Historical Society
6425 S.W. 6th Avenue
Topeka, KS 66615-1099

**RE: Docket No. AB-853 (Sub-No. 1X), Kansas & Oklahoma
Railroad, Inc. --Abandonment Exemption--In Hodgeman,
Comanche, Kiowa and Pratt Counties, Kansas**

Dear Sirs:

Kansas & Oklahoma Railroad, Inc. ("K&O") is planning to file a Notice of Exemption with the Surface Transportation Board ("STB"), on or about July 21, 2003, for K&O to abandon the following two rail line segments: (1) the 10.7-mile rail line located between milepost 36.3, at Hanston, and milepost 47.0, at Jetmore, in Hodgeman County, Kansas; and (2) the 46.8-mile rail line located between milepost 589.2, at Coats, and milepost 636.0, at Protection, in Comanche, Kiowa and Pratt Counties, Kansas. One of the requirements for this filing with the STB is that the carrier contact the State Historic Preservation Office regarding the proposed abandonment.

Enclosed are 10 U.S. Geological Survey maps depicting the area where the rail lines are located. The proposed abandonment will involve the removal of the rail, track material, and cross-ties; however, there are currently no plans to remove any existing structures along the track.

The two line segments K&O seeks to abandon are located in the State of Kansas. The 10.7-mile line lies in Hodgeman County. That line begins at milepost 36.3, at Hanston, and extends generally in a southwesterly direction to the end of the line at milepost 47.0, at Jetmore. The 46.8-mile line lies in Comanche, Kiowa and Pratt Counties. That line begins at milepost 589.2, at Coats, and extends in a westerly direction to the community of Croft and then in a southwesterly direction through the communities of Belvidere, Wilmore and Coldwater to the end of the line at milepost 636.0, at Protection. Both lines cross through predominately flat, rural areas.

BALL JANIK LLP

June 26, 2003

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There are 6 bridges on the rail line between Hanston and Jetmore that are 50 years old or older. There are 26 bridges on the rail line between Coats and Protection that are 50 years old or older. A description of the bridges and their milepost locations are attached. These structures are quite common in design and construction and, in K&O's view, have no historical significance. Please let us know if you require pictures of the bridges.

We will send you a copy of the Historic Report as soon as it is completed. If I can of further assistance regarding this matter, please call me at (202) 638-3307.

Sincerely,

A handwritten signature in cursive script, appearing to read "Karl Morell".

Karl Morell

Attorney for

Kansas & Oklahoma Railroad, Inc.

ENGELWOOD SUB MP 589.2 - MP 636 BRIDGES

BR # /MP	number of spans	span length	LENGTH BRIDGE	TYPE	BENT DATE	STRINGER DATE
590.5	5	14'	70	ODPT	1906	1906
590.7	4	14'	56	ODPT	1965	1907
594.8	12	14'	168	ODPT	1915	1915
595.3	23	13.2'	304	ODPT	1910	1910
595.8	5	14'	70	ODPT	1911	1911
597.5	5	14'	70	ODPT	1916	1916
599.9	5	14'	70	ODPT	1906	1906
600.7	10	14'	140	ODPT	1964	1906
602	15	14'	210	ODPT	1916	1916
602.5	6	14'	84	ODPT	1912	1956
603.2	6	14'	84	ODPT	1906	1906
603.4	25	14'	350	ODPT	1920	1920
604.4	6	14'	84	ODPT	1916	1916
606.1	1	10'	10	ODTR	1913	1913
606.7	6	14'	84	ODPT	1905	1905
607.6	4	14'	56	ODPT	1913	1913
609.8	5	14'	70	ODPT	1916	1934
615.2	24	10'	240	ODPT	1906	1906
616.2	19	14'	266	ODPT	1916	1916
616.6	3	14'	42	ODPT	1916	1916
621.1	3	14'	42	ODPT	1911	1911
621.6	2	14'	28	ODPT	1925	1925
626.3	17	14'	238	ODPT	1920	1920
627.6	1	14'	14	ODPT	1921	1921
627.8	5	14'	70	ODPT	1917	1917
629.1	4	14'	56	ODPT	1904	1904

JETMORE SUB. MP 36 - MP 47 BRIDGES

38.5	4	14'	56	ODPT	1909	1930
39.2	6	14	84	ODPT	1909	1909
40.8	3	14'	42	ODPT	1921	1921
41.4	5	14'	70	ODPT	1909	1909
42	5	14'	70	ODPT	1911	1911
43.4	6	14'	84	ODPT	1909	1970

ODPT Open deck wood pile trestle

BRIDGE DIAGRAM
OPEN DECK PILE TRESTLE

