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ORIGINAL

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March 30, 2004

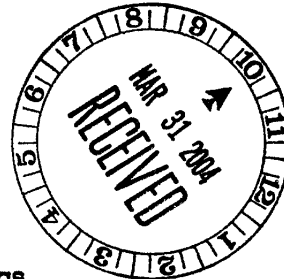
By UPS overnight mail

Vernon A. Williams, Secretary
Surface Transportation Board
Case Control Unit, Suite 713
1925 K Street, N.W.
Washington, DC 20423-0001

ENTERED
Office of Proceedings

MAR 31 2004

Part of
Public Record



Re: Docket No. AB-55 (Sub-No. 643X), CSX Transportation, Inc. -- Abandonment
Exemption -- in LaPorte, Porter and Starke Counties, IN

Dear Mr. Williams:

Enclosed please find an original and 10 copies of Request For Establishment Of
Conditions And Compensation, for filing with the Board in the above referenced matter.

Also enclosed is LaPorte County Farm Bureau Cooperative Association Inc.'s check
#1064 in the amount of \$16,800 for the filing fee.

Kindly acknowledge receipt by date stamping the enclosed duplicate copy of this letter
and return in the self-addressed stamped envelope.

Very truly yours,

Tom McFarland

Thomas F. McFarland
Attorney for Offeror

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FEE RECEIVED

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FILED

MAR 31 2004

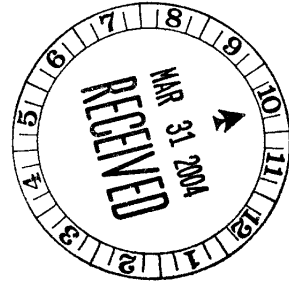
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SURFACE
TRANSPORTATION BOARD

RECEIVED
SURFACE
TRANSPORTATION BOARD

BEFORE THE
SURFACE TRANSPORTATION BOARD

CSX TRANSPORTATION, INC. --	)	
ABANDONMENT EXEMPTION -- IN	)	DOCKET NO. AB-55
LAPORTE, PORTER AND STARKE	)	(SUB-NO. 643X)
COUNTIES, IN	)	



**REQUEST FOR ESTABLISHMENT OF
CONDITIONS AND COMPENSATION**

TOWN OF NORTH JUDSON, INDIANA
P.O. Box 56
North Judson, IN 46366

Offeror

THOMAS F. McFARLAND
THOMAS F. McFARLAND, P.C.
208 South LaSalle Street
Suite 1890
Chicago, IL 60604-1194
(312) 236-0204

Attorney for Offeror

DUE DATE: March 31, 2004

BEFORE THE
SURFACE TRANSPORTATION BOARD

CSX TRANSPORTATION, INC. --	)	
ABANDONMENT EXEMPTION -- IN	)	DOCKET NO. AB-55
LAPORTE, PORTER AND STARKE	)	(SUB-NO. 643X)
COUNTIES, IN	)	

**REQUEST FOR ESTABLISHMENT OF
CONDITIONS AND COMPENSATION**

Pursuant to 49 U.S.C. § 10904(e) and 49 C.F.R. § 1152.27(g)(1), the TOWN OF NORTH JUDSON, INDIANA (the Town) hereby requests that the Board establish the conditions and compensation for its acquisition of a rail line owned by CSX Transportation, Inc. (CSXT) between Milepost CF 0.63 at LaCrosse and Milepost CF 15.23 at Wellsboro, and between Milepost CI 212.55 at North Judson and Milepost CI 230.92 at Malden, a distance of 32.97 miles in LaPorte, Porter and Starke Counties, IN (the rail line).

BACKGROUND

The Board granted an exemption for abandonment of the rail line in a decision served February 20, 2004. The Town timely filed an offer of financial assistance (OFA) on March 1, 2004 for purchase of the rail line. In a decision served March 4, 2004, the Board postponed the effective date of the exemption in view of the OFA, and provided that a request to establish the terms and conditions of the purchase price could be filed by March 31, 2004. The Town and CSXT have been unable to agree on a purchase price for the rail line. This is the Town's request that the Board determine the price.

CONTENTIONS OF THE PARTIES

In its Petition for Exemption dated October, 31, 2003, CSXT alleged that the net liquidation value of the rail line is \$1,769,950, consisting of \$1,050,550 for track materials and \$719,400 for land (at 76-77).

In its OFA filed March 1, 2004, the Town offered to purchase the line for \$1,200,000, consisting of \$1,050,550 for track materials and \$149,450 for land.

On February 26, 2004, CSXT provided an appraisal of land value by RMI Midwest dated November 26, 2003 (RMI Appraisal). That appraisal reduced CSXT's estimate of land value from \$719,400 to \$479,000. Attached to this Report as Appendix 1 is a copy of the RMI Appraisal. As of February 26, 2004, therefore, CSXT values the rail line at \$1,529,550, consisting of \$1,050,550 for track materials and \$479,000 for land.

The Town continues to agree with CSXT's valuation of \$1,050,550 for track materials. Only land value is at issue. Based on the evidence and argument submitted with this Request, the Town values the land at \$25,700, for a total net liquidation value of \$1,076,250.

SUPPORT FOR THE TOWN'S VALUATION

The Town's valuation of land is supported by the verified statement of Mr. Gary E. Landrio, Vice President Rail Operations of Stone Consulting & Design. (VS Landrio). Mr. Landrio's Statement is attached to this Request as Appendix 2. Mr. Landrio has 27 years of experience in the railroad industry. He has been employed as Rail Property Manager for the Rail Division of the Pennsylvania Department of Transportation. Mr. Landrio has directed appraisals of over a dozen railroads totaling over 2,000 miles of rail line. (VS Landrio at 1-2). Mr. Landrio is highly qualified to provide evidence of the value of land in the subject right-of-way (ROW).

Mr. Landrio's verified statement describes the appraisal that he performed as a basis for his determination that the land in the ROW has a value of \$25,700. As detailed below, Mr. Landrio's evidence of land value is more representative and reliable than CSXT's evidence.

REASONS WHY THE TOWN'S VALUATION IS SUPERIOR TO CSXT'S

1. More Representative and Reliable Methodology

The principal reason why the Town's valuation of land is superior to CSXT's is that the Town's valuation is based on a methodology that is more representative and reliable than CSXT's. Mr. Landrio's evidence is based on sales (and the absence of sales) of abandoned railroad land in rail lines adjacent to the subject line. CSXT's evidence is based on sales of nonrail land in the area -- commonly referred to as "across-the-fence" (ATF) value -- adjusted in an attempt to reflect the value of abandoned railroad ROW land.

Mr. Landrio has correctly stated that the most accurate methodology for establishing the value of abandoned railroad ROW land is to consider sales (and the absence of sales) of other abandoned railroad ROW land in the immediate vicinity. (VS Landrio at 3). That methodology compares like with like, whereas ATF methodology requires adjustments to try to harmonize nonrail sales with sales of rail ROW. That is not to say that ATF methodology is unacceptable in all instances. ATF methodology has often been used with the Board's blessing to establish the value of abandoned railroad ROW land. However, there can be no arguing with Mr. Landrio's basic predicate that the best evidence of the value of abandoned railroad ROW land is sales activity and lack thereof in regard to other abandoned railroad ROW land in the immediate vicinity. Therefore, if such evidence is available, an appraiser should use it instead of ATF evidence to establish the value of the abandoned railroad ROW land at issue.

In *Illinois Central Gulf R. Co. - Abandonment*, 363 I.C.C. 866 (1981), the Board's predecessor acknowledged the superiority of evidence of comparable sales of railroad ROW land, viz. (at 874, emphasis added):

We shall accept IDOT's valuation. ICG's estimates are unreasonably high in comparison to recent sales of right-of-way. ICG's valuation does not appear to take into account some of the risks inherent in selling a right-of-way in a piecemeal fashion including the possibility of no willing purchasers . . .

See, also, Conrail Abandonment in Salem County, NJ, ICC Docket No. AB-167 (Sub-No. 635N), decision served Nov. 23, 1984 (not printed), at 2, where the Board's predecessor adopted a County's appraisal rather than Conrail's in part because parcels that would not be sold were taken into account by the County but not by Conrail. Those decisions recognize not only the superiority of rail ROW sales, but also the significance of the absence of sales. If rail ROW is not sold during an extended time after abandonment, the ROW is properly considered to be unmarketable, i.e., without value.

Here, there is evidence of sales activity (and lack thereof) in regard to abandoned railroad ROW land in the immediate vicinity of the rail line at issue. Such land is located (1) immediately to the northwest of Malden, resulting from an abandonment between Malden and Griffith, IN in 1981 (Docket No. AB-18 [Sub-No. 30F]); and (2) immediately to the southeast of North Judson, resulting from an abandonment between North Judson and Peru, IN in 1987 (Docket No. AB-18 [Sub-No. 96]). The land to the northwest of Malden is located in Porter County, IN. The land to the southeast of North Judson is located in Starke and Pulaski Counties, IN. Mr. Landrio researched sales activity (and the lack thereof) in regard to that land at the courthouses of each of those Counties. (VS Landrio at 3).

The railroad ROW land in those abandoned rail lines is very closely comparable to the railroad ROW land here at issue. Those abandoned rail segments and the North Judson-Malden segment of the rail line here at issue were components of the same former Chesapeake & Ohio (C&O) Railway Company main line between Cincinnati, OH and Chicago, IL. For that reason, those former C&O line segments are likely to have identical right-of-way widths, very similar surrounding land uses and terrain, and like quality of title. The great majority of the fee-owned land to be valued here is located on the former C&O North Judson-Malden segment, rather than on the segment between LaCrosse and Wellsboro. (VS Landrio at 4).^{1/}

Mr. Landrio found no sales of the abandoned railroad ROW land in either Starke or Pulaski County. Therefore, in the 17-year period since the abandonment southeast of North Judson, there was not a single sale of the abandoned railroad ROW land in the vicinity of North Judson. CSXT is still paying taxes on the four-mile segment of abandoned railroad ROW land in Pulaski County (Tippecanoe Township). The tax maps still show CSXT as the owner of that land. (VS Landrio at 6).

^{1/} The rail line is shaped like an inverted "T". The east-west segment, which is the base of the inverted T, is the North Judson-Malden segment on which the great majority of the in-town fee-owned land is located. The north-south segment is the LaCrosse-Wellsboro segment. It is located primarily in LaPorte County. It is not a former C&O line. Not much in-town fee-owned land is located on the LaCrosse-Wellsboro segment.

Mr. Landrio found only six sales of abandoned railroad ROW land in the Porter County segment since the Malden-Griffith, IN abandonment 23 years ago, i.e., (VS Landrio at 7-8):

Location	Date	Buyer	Acres	Purchase Price	Per Acre Price
Malden	1991	E. & L. Wellsand	7.1	\$17,500	\$2,465
near Malden	1995	V. Urbanik & L. Randell	5.9	\$20,000	\$3,390
Rural	1992	L. & J. Stowers	0.6	\$400	\$666
Rural	1993	Linn, et al.	1.77	\$750	\$424
Beatrice	1994	R. & T. Giesler	3.3	\$12,000	\$3,636
Beatrice	1990	L. Sturgill	19.25	\$13,000	\$675

The inflation-adjusted average value represented by those sales is \$2,258 per acre. (VS Landrio at 8; Ex. GEL-2).^{2/}

Based on those actual comparable sales of abandoned railroad ROW land, and the absence of such sales for periods of as long as 17 and 23 years, Mr. Landrio concluded that (1) the land in the small towns along the rail line at issue has a value of approximately \$2,258 per acre; and (2) the land in rural areas of the rail line does not have value. (VS Landrio at 5).

Mr. Landrio determined that there are 17.31 acres of in-town land in the subject rail line for which CSXT owns fee title. (VS Landrio at 8; Ex. GEL-3). Using the same assumptions used by CSXT to arrive at the present value of that land, or assumptions more favorable to CSXT, Mr. Landrio determined that the present value of that in-town acreage is \$25,604.59, rounded to \$25,700 (VS Landrio at 8-9; Ex. GEL-4).

^{2/} Those six sales of like property and the absence of other sales of like property for 17 to 23 years provide much more representative and reliable evidence of railroad ROW value than numerous sales of unlike property.

The Board should find that \$25,700 constitutes the most representative and reliable estimate of the value of land in the involved ROW because it is based on a methodology that is superior to the methodology used by CSXT.

2. Defects In The RMI Appraisal

A. Overstatement of Fee Acreage

The RMI Appraisal valued 217.84 acres as held by CSXT in fee ownership. (Appdx. 1 at 5). However, in workpapers supplied to the Town, CSXT itself stated that it owns only 214.89 acres in fee. (VS Landrio at 3). A copy of those workpapers is attached to this Request as Appendix 3. Thus, RMI overstated fee ownership by 2.95 acres. Correspondingly, RMI's estimate of land value is overstated.

It cannot be determined from RMI's Appraisal whether the 2.95 acres that were improperly valued by RMI consist of cropland, single-family residential, or another classification of land used in the RMI appraisal. Mr. Landrio used the overstated fee acreage in valuing the land. If the overstated fee acres are in-town acres, Mr. Landrio's value would be even less than he has shown above.

B. Failure to Consider Cost of Land Clearing or Grading

The RMI Appraisal does not consider the cost of clearing and grading land for farming. (Appdx. 1 at 3). That failure is contrary to Board regulations that require subtraction of "all costs of dismantling and disposition of improvements necessary to make the remaining properties available for their highest and best use." 49 C.F.R. § 1152.34(c)(1)(iii).

Mr. Landrio provided evidence that the land in rural areas of the subject rail line is raised on embankments that would have to be cleared and graded if that land were to be used as

cropland. Mr. Landrio established that the likely cost to clear and grade that land to prepare it for farming would be \$105,796. As shown earlier by Mr. Landrio, the land that CSXT valued as cropland does not have value, but even if it did, the cost identified by Mr. Landrio to clear and grade that land for farming would substantially reduce such value. Moreover, due to the use of acidic cinder ballast on the rail line in the past, such land would have little or no value as cropland in any event. (VS Landrio at 4).

C. Failure to Consider Sales Of Abandoned Railroad ROW Land

CSXT's valuation is defective because it does not consider available evidence of sales of abandoned railroad ROW in the vicinity of the rail line and the absence of such sales during lengthy periods since abandonment. (VS Landrio at 4).

CONCLUSION AND REQUESTED RELIEF

Based on the evidence and argument in this Request, the Board should find that the methodology used by Mr. Landrio produces a more representative and reliable estimate of land value than the methodology used in the RMI Appraisal. On that basis, the Board should find that the value of the fee-owned land in the ROW is \$25,700 and that the total net liquidation value of the rail line is \$1,076,250. The Board should fix that amount as the purchase price for the rail line.

Respectfully submitted,

TOWN OF NORTH JUDSON, INDIANA
P.O. Box 56
North Judson, IN 46366

Offeror

Thomas F. McFarland

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Chicago, IL 60604-1194
(312) 236-0204

Attorney for Offeror

DUE DATE: March 31, 2004



1200 CENTRAL AVENUE, SUITE 330 • WILMETTE, ILLINOIS 60091
847.920.9033 • FAX 847.920.9450

CHARLES W. (SANDY) REX III, MAI
WILLIAM C. BRECKA, MAI
SUSAN MOTYCKA REX

NET LIQUIDATION VALUATION OF

*THE WABASH SUBDIVISION IN
LA PORTE, PORTER, AND STARKE COUNTIES, INDIANA*

PREPARED FOR

*MARK C. HOLDER, MAI, SRA
DIRECTOR, VALUATION AND ENVIRONMENTAL MANAGEMENT
CSX REAL PROPERTY
301 WEST BAY STREET, STE. 800
JACKSONVILLE, FLORIDA 32202*

***DATE OF VALUE: OCTOBER 30, 2003
DATE OF REPORT: NOVEMBER 26, 2003***

PREPARED BY

RMI MIDWEST



1200 CENTRAL AVENUE, SUITE 330 • WILMETTE, ILLINOIS 60091
847.920.9033 • FAX 847.920.9450

CHARLES W. (SANDY) REX III, MAI
WILLIAM C. BRECKA, MAI
SUSAN MOTYCKA, REX

November 26, 2003

Mark C. Holder, MAI, SRA, Director
Valuation and Environmental Management
CSX Real Property
301 West Bay Street, Ste. 800
Jacksonville, Florida 32202

RE: Net liquidation value estimate of the Wabash Subdivision in LaPorte, Porter, and Starke
Counties, Indiana

Dear Mr. Holder:

At your request, I have prepared an estimate of net liquidation value (NLV) of the rail line referenced above. The date of valuation is October 30, 2003. This is a limited appraisal communicated in a summary format. Accordingly, the description of the subject property and the valuation process are presented in summary format only. A full narrative report can be prepared at your request.

SCOPE OF WORK

The subject property was inspected on October 9 and 10, 2003, with portions re-inspected on October 30, 2003. Across-the-fence (ATF) land uses were classified at that time based on physical observation. Changes in land use were plotted on USGS topographical maps and digital orthophotographic quarter quadrangle aerial photography using a GPS system. The subject inspection was also recorded on a digital camcorder. The ATF land use lines were then plotted on the CSX MicroStation files where the segment areas were calculated and rectified with the area calculations made by the RPI GIS Department.

A search for sales comparable to the ATF land uses was undertaken in LaPorte, Porter, and Starke Counties. Each sale was plotted on digital maps and inspected by me on or about October 30, 2003.

Mark C. Holder, MAI, SRA
November 26, 2003
Page 3

The sales were analyzed and an estimate of the ATF value was made for each segment along the line. Since this is a net liquidation value estimate, ATF value estimates were only applied to those portions of the segments that are owned in fee.

The NLV was then estimated based on the expected time it would take to disassemble and sell the fee parcels, taking into consideration the holding cost, the cost of sales and the risk (yield) rate required to attract an investor to undertake the project of selling the dissembled parcels. This present value was also checked by multiplying the ATF value times a market-extracted corridor factor derived from sales of abandoned corridors where the highest and best use was for disassemblage.

This appraisal does *not* include the valuation of any improvements, nor does it consider the cost of land clearing or grading.

As requested, this is a summary appraisal; therefore, the descriptions of the subject property and valuation analysis are summarized in compliance with USPAP Standards Rule 2-2 (b).

PURPOSE AND INTENDED USE

The purpose of my valuation work is to provide a net liquidation value estimate to assist in the legal abandonment of the rail line and in contemplation of an offer of financial assistance (OFA) as part of the process before the Surface Transportation Board (STB). It is anticipated that the users of this report will consist of employees of CSX as well as of the STB.

DEFINITION OF NET LIQUIDATION VALUE

Net liquidation value shall be determined by computing the current appraised market value of the corridor property for other than rail transportation purposes, less all costs of dismantling and disposition of improvements necessary to make the remaining properties available for their highest and best use and complying with applicable zoning, land use, and environmental regulations.¹ *This is an appraisal of the land only; the net liquidation value of any improvements is not included.*

¹ 49.CFR Ch. X (10/1/99 ed.) §1152.34 (c)(1)(iii).

Mark C. Holder, MAI, SRA
November 26, 2003
Page 4

SUBJECT PROPERTY DESCRIPTION

The subject property is an approximately 32.97-mile corridor in CSXT's Western Region, Chicago Division, Wabash Subdivision, extending north/south from Mile Post CF 0.63 at LaCrosse, to Mile Post CF 15.23 at Wellsboro, and east/west from Mile Post CI 212.55 at North Judson, to Mile Post 230.92 at Malden. A map of the subject is on page 15.

A legal description was not provided for the subject property. It is, however, shown on the following Val Maps identified with their GIS file numbers:

17360	17372	22854
17361	17373	22855
17362	17374	22856
17363	17375	22858
17364	17376	22859
17365	17377	22860
17366	17378	22861
17367	17379	22862
17368	22851	22863
17369	22852	22864
17370	22853	22865
	24659	22868

The following parcels identified by their RPI PIN numbers are specifically excluded from this valuation because they are considered non-operating and outside the required limits of the corridor.

- 18127-0055 (except for 78,243.24± square feet that are in the valued corridor)
- 19091-0127
- 18091-0128
- 18091-0129
- 19091-0125
- 18149-0008
- 18149-0022
- 18149-0021
- 18149-0002

Mark C. Holder, MAI, SRA
November 26, 2003
Page 5

- 18149-0016
- 18149-0014
- 18149-0013
- 18091-0064
- 18091-0065
- 18091-0159

The subject contains a total of 431.58 acres, 195.74 of which are owned in less-than-fee title. Only the 217.84 acres of fee-titled ownership are used to estimate the NLV.

The subject corridor is located in rural north central Indiana and runs through the small towns of LaCrosse and North Judson and through the small communities of Malden, Wellsboro, and Hanna. Within these towns and communities, the subject crosses through mostly single-family residential uses and some industrial and commercial uses. It is predominately level.

Most of the rural ATF land use consists of cropland with some rural residential and woods.

At the time of inspection, the subject property was all active; however, the portion of the line between LaCrosse and North Judson, reportedly, has not had rail traffic in 2003. Apparently, the only existing customer on the line is located at the westerly end in Malden.

INTEREST APPRAISED

This is a NLV estimate of the fee simple interest.

ZONING

Portions of the subject property are zoned by the following entities:

- Porter County
- LaPorte County
- Starke County
- LaCrosse
- North Judson

The predominant zoning is agricultural; however, portions of the subject are zoned residential and industrial. In classifying the ATF land uses, the existing zoning was considered.

Mark C. Holder, MAI, SRA
November 26, 2003
Page 6

HIGHEST AND BEST USE

By definition, the highest and best use of the subject property for a NLV estimate is for the disassemblage of the corridor and sale to adjacent land owners. Accordingly, the valuation assumes that the subject property is hypothetically sold to a single purchaser for such purpose.

VALUATION

Net liquidation value (NLV) is the estimate of the present value of disassembling the subject corridor and selling the fee parcels to others, mostly adjoining property owners. This estimate is made by estimating the across-the-fence (ATF) value of all the fee-owned parcels based on the ATF land uses. The corridor is divided into segments based on ATF land use changes on one side of the corridor or the other. Where the land use is different on each side the corridor, the average unit value for each land use is used. The ATF unit value is then multiplied by the area of the segment. The total ATF value is then discounted taking into account the time required to sell the individual parcels, the holding costs, the cost of sales, and a market-required yield rate to the corridor owner.

The following ATF land uses are found along the subject corridor:

- Cropland
- Rural residential
- Single-family residential
- Commercial
- Industrial

Figure 1 shows the comparable sales used to estimate the cropland ATF unit value.

Figure 1. Comparable cropland sales

Sale #	Grantor	Grantee	Sale Date	Location	Township	County	Sale Price	Size (acres)	Price/acre
155-540	Mark Binkley	Anthony Kwiatkowski	02/11/2000	7580 S 250 W	Wayne	Starke	\$61,635	28.94	\$2,130
2000-19055	Melvin Shinn	Sharon Hagenow	10/17/2000	1600 S	Cass	La Porte	\$124,700	43.00	\$2,900
2000-24866	Barbara Patterson & Marcia Devlin	Timothy & Laura Stoner	07/21/2000	500 S	Morgan	Porter	\$108,000	80.00	\$1,725
2000-7937	Patricia Czarniecki	Paul & Joyce Malecki	04/26/2000		Dewey	La Porte	\$440,000	183.73	\$2,395
2000-7942	Patricia Czarniecki	Gorski Brothers	04/27/2000		Dewey	La Porte	\$709,560	285.35	\$2,487
2001-27434	George, Fred & John Hiji	David & Donna Doering	12/14/2001	US Hwy 39	Noble	La Porte	\$236,000	79.20	\$2,980
2001-7127	Keith & Phyllis King	William & Kathy Schrag	04/12/2001		Cass	La Porte	\$132,000	60.00	\$2,200
2001-8795	Keith & Phyllis King	Robert & Patti Kudkiewicz	03/20/2001		Cass	La Porte	\$193,600	88.00	\$2,200
2001-8796	Keith & Phyllis King	Michael Kudkiewicz	03/20/2001		Cass	La Porte	\$70,400	32.00	\$2,200
2002-13632	Rachel Hannon & James Brust	Sue Cain	04/11/2002	224 E 400 S	Morgan	Porter	\$240,000	39.91	\$6,013
2002-17561	Rachel Hannon & James Brust	William Griffey	05/15/2002	422 S SR 49	Morgan	Porter	\$60,500	10.00	\$6,050
2002-21727	Richard & Bruce Beintson	Michael Smith & Cathy Sewell	06/28/2002	468 S 300 E	Morgan	Porter	\$38,000	9.26	\$4,106
2002-25013	Steven Mico	Terence & Sharon Trapani	10/23/2002	1800 S & 875 W	Dewey	La Porte	\$37,500	11.37	\$3,258
2003-14350	James Espremit	Doug & Peggy Wolf	05/28/2003		Hanna	La Porte	\$108,000	30.00	\$3,600
2003-1724	Steven Mico	Keith & Barbara Helmer	01/04/2003		Dewey	La Porte	\$45,000	13.13	\$3,427
2003-21334	William & Pamela Dankert	Robert & Patricia Nadolski	08/07/2003	900 West	Cass	La Porte	\$62,000	24.13	\$2,570
Subject			10/30/2003					64.00	
Arithmetic mean								64	\$3,142
Standard deviation								71	\$1,251
Coefficient of variance								112.31%	39.81%
Minimum								9	\$1,725
Maximum								285	\$6,050
Median								36	\$2,735

Analysis of these sales shows that quantitative adjustments are indicated for township location and for size. The size adjustment is made by using the average size of the sales for the subject size.

Figure 2 illustrates the sales used for the rural residential land uses.

Figure 2. Comparable rural residential sales

Sale #	Grantor	Grantee	Sale Date	Location	Township	County	Sale Price	Size (acres)	Price/acre
156-634	Richard & Juandola Wise	Kenneth & Charlene Flanner	09/30/2000	450 S	Wayne	Starke	\$22,000	10.00	\$2,200
156-707	David & Margaret Williams	Jerry & Roberta Russell	10/13/2000	Eliza St	Railroad	Starke	\$18,000	4.98	\$3,617
2000-7009	Jeffrey & Heather Brown	Alfreda Peyton	04/10/2000		Cass	La Porte	\$49,000	10.13	\$4,840
2000-13777	Mark & Barbara Grot	David & Julie Johnson	07/26/2000		Noble	La Porte	\$29,500	2.98	\$9,896
2000-13911	Mark & Barbara Grot	Albert & Carol Smith	07/28/2000		Noble	La Porte	\$42,500	6.39	\$6,655
2000-20045	Keith & Melinda Sweeney	Roger Runk	10/31/2000	225 W	Noble	La Porte	\$50,000	11.14	\$4,490
2001-13478	David & Elaine White	Richard Brooks	06/30/2001	5152 W 1100 S	Noble	La Porte	\$50,000	3.39	\$14,749
2001-14287	Gabriella Dankert	Edward & Bessie Kenworthy	07/16/2001	CR 1475 S	Hanna	La Porte	\$25,000	3.91	\$6,395
2001-1700	George & Muriel Masterson	Douglas & Lisa Adams	01/31/2001		Noble	La Porte	\$15,000	2.00	\$7,500
2001-17390	Gabriella Dankert	Joseph & Melissa Faisak	08/22/2001	CR 1475 S	Hanna	La Porte	\$25,000	3.88	\$6,438
2001-446408	Robert & Cheryl Wilson	James & Marcelle Wood	05/08/2001	10695 W. San Pierre Rd	Railroad	Starke	\$17,000	5.00	\$3,400
2002-19000	Mark & Barbara Grot	Darren & Amanda King	08/15/2002	S 600 W	Noble	La Porte	\$38,000	6.38	\$5,958
2002-20377	Reed Schweizer & Alfred Reinen	Jerry & Renee Tomlinson	09/09/2002		Hanna	La Porte	\$34,500	4.98	\$6,928
2002-452986	James Szymusiek	Carter Tucker	04/27/2002	SR 10	Railroad	Starke	\$17,000	4.50	\$3,778
2002-453044	James & Marian Amick	Warren Burke	05/08/2002	400 S	Railroad	Starke	\$16,000	4.01	\$3,988
2003-13389	Joseph & Melissa Faisak	Jeffrey & Pauleen Brown	05/20/2003	CR 1475 S	Hanna	La Porte	\$35,000	3.88	\$9,018
2003-18057	Jerome & Kaye Bolakowski	Jeff & Sandra Banks	07/03/2003		Noble	La Porte	\$34,000	2.85	\$11,917
2003-22727	William & Pamela Dankert	Donald & Judith Shreeman	08/15/2003		Cass	La Porte	\$20,000	2.00	\$9,994
2003-461066	Thomas & Elizabeth Wright	Prentiss & Sandra Banks	07/24/2003	1100 W & 500 S	Railroad	Starke	\$15,000	10.06	\$1,491
2003-462157	Allen & Marilyn Brown	Darlene Lavalley	09/12/2003	Toto Rd	Wayne	Starke	\$8,000	2.00	\$4,000
Subject								5.22	
Arithmetic mean								5.22	\$6,363
Standard deviation								2.83	\$3,259
Coefficient of variance								54.25%	51.76%
Minimum								2.00	\$1,491
Maximum								11.14	\$14,749
Median								4.26	\$6,177

As with the cropland sales, analysis shows that quantitative adjustments are indicated for township location and size. The size adjustment is also made by using the average size of the sales for the subject size.

Figure 3 illustrates the single-family residential lot sales used to estimate an ATF value.

Figure 3. Comparable single family residential lot sales

Sale #	Owner	Grantee	Sale Date	Location	Township	County	Sale Price	Size (acres)	Price/Acre
2002-19233	Anthony Wallace	James & Helen Ozbolt	08/22/2002		Hanna	La Porte	\$25,000	2.00	\$12,500
2002-32150	David & Rosemary Riley	Brad Morton	08/29/2002	426 E Oak Breeze Dr	Morgan	Porter	\$56,000	1.36	\$41,176
2002-452499	Brandon & Jennifer Brown	Scott Dusek & Courtney Stalbaum	04/05/2002	400 S	Wayne	Starke	\$14,900	2.00	\$7,450
2002-452586	Gerald & Vicki Cooley	Dennis Russell	04/15/2002	Detroit St	Wayne	Starke	\$4,500	0.28	\$16,335
2002-452898	Gerald & Vicki Cooley	Dennis Russell	04/30/2002	A Street	Wayne	Starke	\$4,500	0.23	\$19,602
2002-453915	Robert & Beth Duvel	Patricia Caudill	07/01/2002	400 S	Wayne	Starke	\$14,900	2.00	\$7,450
2002-454263	Daniel & Sharon Kajer	Sheila Watson	07/22/2002	Mink Rd	Wayne	Starke	\$6,000	0.40	\$14,935
2002-9522	Deane & Phyllis Kennedy	Loren & Barbara Beal	04/14/2002	11320 W Hwy 8	Dewey	La Porte	\$6,000	0.75	\$8,005
2003-23128	James & Wendy Sheely	Kyle & Kellie Kaiser	08/22/2003	19451 S US Hwy 421	Dewey	La Porte	\$120,000	2.00	\$60,000
2000-13777	Mark & Barbara Grott	David & Julie Johnson	07/26/2000		Noble	La Porte	\$29,500	2.98	\$9,896
2001-14287	Gabriella Dankert	Edward & Bessie Kenworthy	07/16/2001	CR 1475 S	Hanna	La Porte	\$25,000	3.91	\$6,396
2001-17390	Gabriella Dankert	Joseph & Melissa Faibak	08/22/2001	CR 1475 S	Hanna	La Porte	\$25,000	3.88	\$6,438
2001-446408	Robert & Cheryl Wilson	James & Marcella Wood	05/08/2001	10695 W. San Pierre Rd	Railroad	Starke	\$17,000	5.00	\$3,400
Subject			08/22/2003						
Arithmetic mean								2.06	\$16,429
Standard deviation								1.46	\$15,649
Coefficient of variance								71%	95%
Minimum								0.23	\$3,400
Maximum								5.00	\$60,000
Median								2.00	\$9,896

In this case, quantitative analysis indicates adjustments for township location and for market conditions.

Only two industrial/commercial sales were found within the subject market area. One was across the road from the industrial use along the subject at the west cut point. This sale indicates a unit value of \$5,800 per acre and was used for similar rural industrial ATF land uses. At the northerly end of the subject corridor in north LaPorte County, a unit value of \$10,000 per acre is used based on the above sale, as well as other industrial sales found in slightly more populated areas in Indiana and Illinois.

The small amount of commercial ATF uses are valued based on general commercial sales in small Indiana communities outside of the subject market area since no comparable sales were found in the market area. The unit value for the commercial ATF land use is estimated at \$2.00 per square foot, or \$87,120 per acre.

Figure 4 shows the ATF unit values used for the subject corridor.

Figure 4. ATF unit values

Reference number	Township	County	Use	Modifiable value
1	Wayne	Starke	Cropland	\$1,800.00
2	Cass	LaPorte	Cropland	\$2,250.00
3	Dewey	LaPorte	Cropland	\$2,725.00
4	Noble	LaPorte	Cropland	\$3,175.00
5	Hanna	LaPorte	Cropland	\$3,650.00
6	Morgan	Porter	Cropland	\$4,100.00
7	Railroad	Starke	Rural residential	\$3,100.00
8	Wayne	Starke	Rural residential	\$4,000.00
9	Cass	LaPorte	Rural residential	\$5,100.00
10	Hanna	LaPorte	Rural residential	\$6,800.00
11	Noble	LaPorte	Rural residential	\$8,500.00
12	Railroad	Starke	SFR Lot	\$9,500.00
13	Hanna	LaPorte	SFR Lot	\$14,500.00
14	Noble	LaPorte	SFR Lot	\$21,000.00
15	Wayne	Starke	SFR Lot	\$32,500.00
16	Dewey	LaPorte	SFR Lot	\$48,000.00
17	Morgan	Porter	SFR Lot	\$70,000.00
18	Dewey		Commercial	\$87,120.00
19	Morgan	Porter	Industrial	\$5,800.00
20	Noble	LaPorte	Industrial	\$10,000.00

These unit values are applied to the subject segments as shown in Figure 5 on the next page. While the fee, easement, and total areas are shown in this figure, the ATF unit values are applied only to the fee-owned areas.

Mark C. Holder, MAI, SRA
November 26, 2003
Page 10

Table 3. Segment land area, acres, and MV Valuation													
Request	Legal Jurisdiction	Land Use	Segment	Map	Prop. area	Proposed Area	Real area	APV value	APV value	APV value	APV value	APV value	APV value
1	Cropland	Cropland	Michigan	17279	114,614.70	0.00	114,614.70	6	19	\$4,950.00	\$12,024		
2	Cropland	Cropland	Michigan	17279	455,404.28	0.00	455,404.28	6	6	\$4,100.00	\$42,804		
Sub Totals													
CSX (P) Totals													
3	Cropland	Cropland	Michigan	17376	3,700.18.00	0.00	3,700.18.00	6	6	\$4,100.00	\$39,540		
4	Cropland	Cropland	Michigan	17377	400,401.32	308,480.48	308,480.48	6	6	\$4,100.00	\$35,264		
5	Cropland	Cropland	Michigan	17378	371,880.48	321,380.83	321,380.83	6	6	\$4,100.00	\$48,424		
6	Cropland	Cropland	Michigan	17379	514,478.14	0.00	514,478.14	6	6	\$4,100.00	\$49,680		
7	Cropland	Cropland	Michigan	17379	527,882.88	0.00	527,882.88	3	3	\$2,725.00	\$26,112		
8	Cropland	Cropland	Michigan	17379	449,290.42	69,742.05	519,134.07	3	3	\$2,725.00	\$33,243		
9	Cropland	Cropland	Michigan	17379	531,403.73	0.00	531,403.73	3	3	\$2,725.00	\$32,127		
10	Cropland	Cropland	Michigan	17379	513,208.07	0.00	513,208.07	16	16	\$25,360.50	\$36,424		
11	Cropland	Cropland	Michigan	17379	417,264.36	0.00	417,264.36	7	7	\$3,100.00	\$6,700		
12	Cropland	Cropland	Michigan	17379	58,272.79	0.00	58,272.79	3	3	\$2,725.00	\$26,112		
13	Cropland	Cropland	Michigan	17379	22,540.11	0.00	22,540.11	3	3	\$2,725.00	\$26,112		
14	Cropland	Cropland	Michigan	17379	133,220.26	0.00	133,220.26	16	16	\$25,360.50	\$36,424		
15	Cropland	Cropland	Michigan	17379	80,025.42	0.00	80,025.42	16	16	\$25,360.50	\$36,424		
16	Cropland	Cropland	Michigan	17379	74,419.61	0.00	74,419.61	3	3	\$2,725.00	\$26,112		
17	Cropland	Cropland	Michigan	17380	548,258.45	0.00	548,258.45	3	3	\$2,725.00	\$34,179		
18	Cropland	Cropland	Michigan	17380	548,258.45	0.00	548,258.45	3	3	\$2,725.00	\$34,179		
19	Cropland	Cropland	Michigan	17381	583,780.32	0.00	583,780.32	3	3	\$2,725.00	\$35,998		
20	Cropland	Cropland	Michigan	17381	575,408.38	0.00	575,408.38	3	3	\$2,725.00	\$37,219		
21	Cropland	Cropland	Michigan	17381	584,800.88	0.00	584,800.88	3	3	\$2,725.00	\$4,822		
22	Cropland	Cropland	Michigan	17381	71,076.00	22,280.30	100,600.00	1	1	\$1,800.00	\$19,204		
23	Cropland	Cropland	Michigan	17381	58,272.79	0.00	58,272.79	1	1	\$1,800.00	\$19,204		
24	Cropland	Cropland	Michigan	17381	120,561.44	0.00	120,561.44	1	1	\$1,800.00	\$6,714		
25	Cropland	Cropland	Michigan	17381	197,150.68	0.00	197,150.68	1	1	\$1,800.00	\$6,714		
26	Cropland	Cropland	Michigan	17384	464,733.71	67,530.00	532,263.71	1	1	\$1,800.00	\$19,204		
27	Cropland	Cropland	Michigan	17384	464,733.71	67,530.00	532,263.71	1	1	\$1,800.00	\$19,204		
28	Cropland	Cropland	Michigan	17384	561,180.67	77,881.83	639,062.50	1	1	\$1,800.00	\$2,130		
29	Cropland	Cropland	Michigan	17384	561,180.67	77,881.83	639,062.50	1	1	\$1,800.00	\$2,130		
30	Cropland	Cropland	Michigan	17384	561,180.67	77,881.83	639,062.50	1	1	\$1,800.00	\$2,130		
31	Cropland	Cropland	Michigan	17384	561,180.67	77,881.83	639,062.50	1	1	\$1,800.00	\$2,130		
32	Cropland	Cropland	Michigan	17384	561,180.67	77,881.83	639,062.50	1	1	\$1,800.00	\$2,130		
33	Cropland	Cropland	Michigan	17384	561,180.67	77,881.83	639,062.50	1	1	\$1,800.00	\$2,130		
34	Cropland	Cropland	Michigan	17384	561,180.67	77,881.83	639,062.50	1	1	\$1,800.00	\$2,130		
35	Cropland	Cropland	Michigan	17384	561,180.67	77,881.83	639,062.50	1	1	\$1,800.00	\$2,130		
36	Cropland	Cropland	Michigan	17384	561,180.67	77,881.83	639,062.50	1	1	\$1,800.00	\$2,130		
37	Cropland	Cropland	Michigan	17384	561,180.67	77,881.83	639,062.50	1	1	\$1,800.00	\$2,130		
38	Cropland	Cropland	Michigan	17384	561,180.67	77,881.83	639,062.50	1	1	\$1,800.00	\$2,130		
39	Cropland	Cropland	Michigan	17384	561,180.67	77,881.83	639,062.50	1	1	\$1,800.00	\$2,130		
40	Cropland	Cropland	Michigan	17384	561,180.67	77,881.83	639,062.50	1	1	\$1,800.00	\$2,130		
41	Cropland	Cropland	Michigan	17384	561,180.67	77,881.83	639,062.50	1	1	\$1,800.00	\$2,130		
42	Cropland	Cropland	Michigan	17384	561,180.67	77,881.83	639,062.50	1	1	\$1,800.00	\$2,130		
43	Cropland	Cropland	Michigan	17384	561,180.67	77,881.83	639,062.50	1	1	\$1,800.00	\$2,130		
44	Cropland	Cropland	Michigan	17384	561,180.67	77,881.83	639,062.50	1	1	\$1,800.00	\$2,130		
45	Cropland	Cropland	Michigan	17384	561,180.67	77,881.83	639,062.50	1	1	\$1,800.00	\$2,130		
46	Cropland	Cropland	Michigan	17384	561,180.67	77,881.83	639,062.50	1	1	\$1,800.00	\$2,130		
47	Cropland	Cropland	Michigan	17384	561,180.67	77,881.83	639,062.50	1	1	\$1,800.00	\$2,130		
48	Cropland	Cropland	Michigan	17384	561,180.67	77,881.83	639,062.50	1	1	\$1,800.00	\$2,130		
49	Cropland	Cropland	Michigan	17384	561,180.67	77,881.83	639,062.50	1	1	\$1,800.00	\$2,130		
50	Cropland	Cropland	Michigan	17384	561,180.67	77,881.83	639,062.50	1	1	\$1,800.00	\$2,130		
51	Cropland	Cropland	Michigan	17384	561,180.67	77,881.83	639,062.50	1	1	\$1,800.00	\$2,130		
52	Cropland	Cropland	Michigan	17384	561,180.67	77,881.83	639,062.50	1	1	\$1,800.00	\$2,130		
53	Cropland	Cropland	Michigan	17384	561,180.67	77,881.83	639,062.50	1	1	\$1,800.00	\$2,130		
54	Cropland	Cropland	Michigan	17384	561,180.67	77,881.83	639,062.50	1	1	\$1,800.00	\$2,130		
55	Cropland	Cropland	Michigan	17384	561,180.67	77,881.83	639,062.50	1	1	\$1,800.00	\$2,130		
56	Cropland	Cropland	Michigan	17384	561,180.67	77,881.83	639,062.50	1	1	\$1,800.00	\$2,130		
57	Cropland	Cropland	Michigan	17384	561,180.67	77,881.83	639,062.50	1	1	\$1,800.00	\$2,130		
58	Cropland	Cropland	Michigan	17384	561,180.67	77,881.83	639,062.50	1	1	\$1,800.00	\$2,130		
59	Cropland	Cropland	Michigan	17384	561,180.67	77,881.83	639,062.50	1	1	\$1,800.00	\$2,130		
60	Cropland	Cropland	Michigan	17384	561,180.67	77,881.83	639,062.50	1	1	\$1,800.00	\$2,130		
61	Cropland	Cropland	Michigan	17384	561,180.67	77,881.83	639,062.50	1	1	\$1,800.00	\$2,130		
62	Cropland	Cropland	Michigan	17384	561,180.67	77,881.83	639,062.50	1	1	\$1,800.00	\$2,130		
63	Cropland	Cropland	Michigan	17384	561,180.67	77,881.83	639,062.50	1	1	\$1,800.00	\$2,130		
64	Cropland	Cropland	Michigan	17384	561,180.67	77,881.83	639,062.50	1	1	\$1,800.00	\$2,130		
65	Cropland	Cropland	Michigan	17384	561,180.67	77,881.83	639,062.50	1	1	\$1,800.00	\$2,130		
66	Cropland	Cropland	Michigan	17384	561,180.67	77,881.83	639,062.50	1	1	\$1,800.00	\$2,130		
67	Cropland	Cropland	Michigan	17384	561,180.67	77,881.83	639,062.50	1	1	\$1,800.00	\$2,130		
68	Cropland	Cropland	Michigan	17384	561,180.67	77,881.83	639,062.50	1	1	\$1,800.00	\$2,130		
69	Cropland	Cropland	Michigan	17384	561,180.67	77,881.83	639,062.50	1	1	\$1,800.00	\$2,130		
70	Cropland	Cropland	Michigan	17384	561,180.67	77,881.83	639,062.50	1	1	\$1,800.00	\$2,130		
71	Cropland	Cropland	Michigan	17384	561,180.67	77,881.83	639,062.50	1	1	\$1,800.00	\$2,130		
72	Cropland	Cropland	Michigan	17384	561,180.67	77,881.83	639,062.50	1	1	\$1,800.00	\$2,130		
73	Cropland	Cropland	Michigan	17384	561,180.67	77,881.83	639,062.50	1	1	\$1,800.00	\$2,130		
74	Cropland	Cropland	Michigan	17384	561,180.67	77,881.83	639,062.50	1	1	\$1,800.00	\$2,130		
75	Cropland	Cropland	Michigan	17384	561,180.67	77,881.83	639,062.50	1	1	\$1,800.00	\$2,130		
76	Cropland	Cropland	Michigan	17384	561,180.67	77,881.83	639,062.50	1	1	\$1,800.00	\$2,130		
77	Cropland	Cropland	Michigan	17384	561,180.67	77,881.83	639,062.50	1	1	\$1,800.00	\$2,130		
78	Cropland	Cropland	Michigan	17384	561,180.67	77,881.83	639,062.50	1	1	\$1,800.00	\$2,130		
79	Cropland	Cropland	Michigan	17384	561,180.67	77,881.83	639,062.50	1	1	\$1,800.00	\$2,130		
80	Cropland	Cropland	Michigan	17384	561,180.67	77,881.83	639,062.50	1	1	\$1,800.00	\$2,130		
81	Cropland	Cropland	Michigan	17384	561,180.67	77,881.83	639,062.50	1	1	\$1,800.00	\$2,130		
82	Cropland	Cropland	Michigan	17384	561,180.67	77,881.83	639,062.50	1	1	\$1,800.00	\$2,130		
83	Cropland	Cropland	Michigan	17384	561,180.67	77,881.83	639,062.50	1	1	\$1,800.00	\$2,130		
84	Cropland	Cropland	Michigan	17384	561,180.67	77,881.83	639,062.50	1	1	\$1,800.00	\$2,130		
85	Cropland	Cropland	Michigan	17384	561,180.67	77,881.83	639,062.50	1	1	\$1,800.00	\$2,130		
86	Cropland	Cropland	Michigan	17384	561,180.67	77,881.83	639,062.50	1	1	\$1,800.00	\$2,130		
87	Cropland	Cropland	Michigan	17384	561,180.67	77,881.83	639,062.50	1	1	\$1,800.00	\$2,130		
88	Cropland	Cropland	Michigan	17384	561,180.67	77,881.83	639,062.50	1	1	\$1,800.00	\$2,130		
89	Cropland	Cropland	Michigan	17384	561,180.67	77,881.83	639,062.50	1	1	\$1,800.00	\$2,130		
90	Cropland	Cropland	Michigan	17384	561,180.67	77,881.83	639,062.50	1	1	\$1,800.00	\$2,130		
91	Cropland	Cropland	Michigan	17384	561,180.67	77,881.83	639,062.50	1	1	\$1,800.00			

The total ATF value shown is \$1,161,815.

A review and analysis of aerial photographs reveal that approximately 186 land parcels are located along either side of the fee-owned corridor; that is, the number of adjacent landowners is approximately 186. I have estimated that approximately 85% of the fee-owned corridor could be sold in a reasonable time, which is based on the experience of others selling or disassembling corridors. It is also reasonable to assume that a potential purchaser would not base the purchase price of the subject property on being able to sell all of the corridor. Based on the number of parcels, the number of adjacent parcels and the expected percentage to be sold, it is estimated that a reasonable sales period is seven years. This results in an average of slightly less than two parcels sold to adjacent land owners per month.

Based on typical real estate commissions in the area, as well as closing costs, the cost of sales is estimated at 11%. Since selling the disassembled corridor parcels is similar to residential subdivision development, the risk takes on much of the same characteristics. Currently, residential development yield rates are ranging from 18% to 25% for just land development. The best estimate for the subject property is that the risk rate would be toward the lower end. At this point, the yield is such that a potential purchaser of the subject could be found.

It is assumed that the gross potential sales would be approximately equal for the seven-year sales period and that no appreciation would occur in the ATF value over that period of time. Figure 6 shows the discounted cash flow analysis and the final estimate of NLV, as of October 30, 2003.

Figure 6. Discounted cash flow analysis and net liquidation value

	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7
Gross potential sales	\$165,974	\$165,974	\$165,974	\$165,974	\$165,974	\$165,974	\$165,974
Percent sold	85%	85%	85%	85%	85%	85%	85%
Likely sales	\$141,078	\$141,078	\$141,078	\$141,078	\$141,078	\$141,078	\$141,078
Less cost of sales	\$15,519	\$15,519	\$15,519	\$15,519	\$15,519	\$15,519	\$15,519
Net sales	\$125,559	\$125,559	\$125,559	\$125,559	\$125,559	\$125,559	\$125,559
Present value	\$478,572						
Estimate of net liquidation value		\$479,000					

This value estimate indicates a corridor factor ($NLV \div ATF \text{ value}$) of 0.41. A recent arm's-length sale (located near Mount Hope, West Virginia) that included various abandoned corridors with a highest and best use of disassemblage indicated a corridor factor of 0.22 to 0.95. The subject's NLV certainly falls in this range. Therefore, the final estimate of NLV as of October 30, 2003 is **\$479,000**.

GENERAL UNDERLYING ASSUMPTIONS

This limited appraisal has been developed based on the following general assumptions:

1. No responsibility is assumed for the legal description or for matters including legal or title considerations. Title to the property is assumed to be good and marketable unless otherwise stated. The legal description is assumed to be correct for the purposes of this report.
2. The property is appraised free and clear of any or all liens or encumbrances unless otherwise stated.
3. The information furnished by others is believed to be reliable; however, no warranty is given for its accuracy.
4. All engineering material is assumed to be correct. The plot plans and any other illustrative material in this report are included only to assist the reader in visualizing the property.
5. It is assumed that there are no hidden or unapparent conditions of the property, subsoil, or structures that render it more or less valuable. No responsibility is assumed for such conditions or for arranging for engineering studies that may be required to discover them.
6. It is assumed that there is full compliance with all applicable federal, state, and local environmental regulations unless noncompliance is stated, defined, and considered in the appraisal report.
7. It is assumed that all applicable zoning and use regulations and restrictions have been complied with, unless a nonconformity has been stated, defined, and considered in the appraisal report.
8. It is assumed that all required licenses, certificates of occupancy, consents, or other legislative or administrative authority from any local, state, or national government or private entity or organization have been or can be obtained or renewed for any use on which the value opinion contained in this report is based.
9. It is assumed that the utilization of the land is within the boundaries of property lines of the property described and that there is no encroachment or trespass unless noted in the report.

LIMITING CONDITIONS

This appraisal report has been made with the following limiting conditions:

1. Possession of this report, or a copy thereof, does not carry with it the right of publication. It may not be used for any purpose by any person other than the party to whom it is addressed without the written consent of the appraiser, and in any event only with proper written qualification and only in its entirety.

Mark C. Holder, MAI, SRA
November 26, 2003
Page 13

2. The appraiser herein by reason of this appraisal is not required to give further information, consultation, testimony, or be in attendance in court with reference to the property in question unless arrangements have been previously made.
3. Neither all nor any part of the contents of this report (especially any conclusions as to value, the identity of the appraiser, or the firm with which the appraiser is connected) shall be disseminated to the public through advertising, public relations, news, sales, or other media without the prior written consent and approval of the appraiser.
4. The property was not appraised subject to long-term leases on land or improvements which affect the value of the land.
5. Sales data and information regarding land sales were abstracted from public records, from sales services, and from other sources. This information is assumed to be accurate and correct.
6. Unless otherwise stated in this report, the existence of hazardous substances, including without limitation asbestos, polychlorinated biphenyls, petroleum leakage, or agricultural chemicals, which may or may not be present on the property, or other environmental conditions, was not called to the attention of nor did the appraiser become aware of such during the appraiser's inspection. The appraiser has no knowledge of the existence of such materials on or in the property unless otherwise stated. The appraiser, however, is not qualified to test such substances or conditions. If the presence of such substances, such as asbestos, urea formaldehyde foam insulation, or other hazardous substances or environmental conditions may affect the value of the property, the value opinion is predicated on the assumption that there is no such condition on or in the property or in such proximity thereto that it would cause a loss in value. No responsibility is assumed for any such conditions, nor for any expertise of engineering knowledge required to discover them.

CERTIFICATION

The undersigned does hereby certify that, except as otherwise noted in this appraisal report,

1. To the best of my knowledge and belief, the statements of fact contained in this appraisal report are true and correct.
2. The reported analyses, opinions, and conclusions are limited only by the reported assumptions and limiting conditions, and are my personal, unbiased professional analyses, opinions, and conclusions.
3. I have no present or prospective interest in the property that is the subject of this report, and I have no personal interest or bias with respect to the parties involved.
4. My compensation is not contingent on an action or event resulting from the analyses, opinions, or conclusions in, or the use of, this report.
5. My analyses, opinions, and conclusions were developed, and this report has been prepared, in conformity with the Uniform Standards of Professional Appraisal Practice

Mark C. Holder, MAI, SRA
November 26, 2003
Page 14

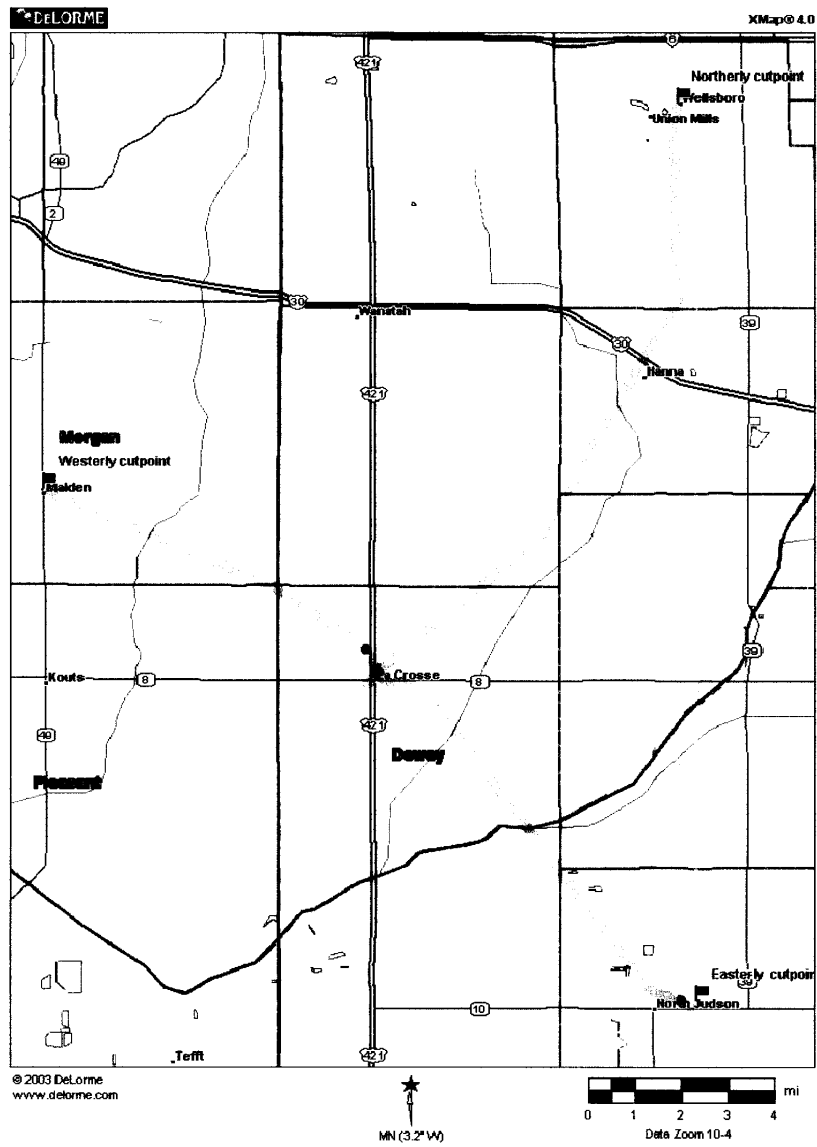
and the requirements of the Indiana Real Estate Appraiser Licensure and Certification Board for state-certified appraisers.

6. The use of this report is subject to the requirements of the Appraisal Institute relating to review by its duly authorized representatives.
7. I am currently certified under the continuing education program of the Appraisal Institute.
8. I made an inspection of the property that is the subject of this report.
9. Susan Motycka Rex edited this report. Cameron R. Rex assisted in the calculation of the segment areas and the analysis of the comparable sales.
10. My opinion of the estimate of net liquidation value for the subject property, as of October 30, 2003, is \$479,000.



Charles W. Rex III, MAI
Indiana Certified General Appraiser
CG40300403

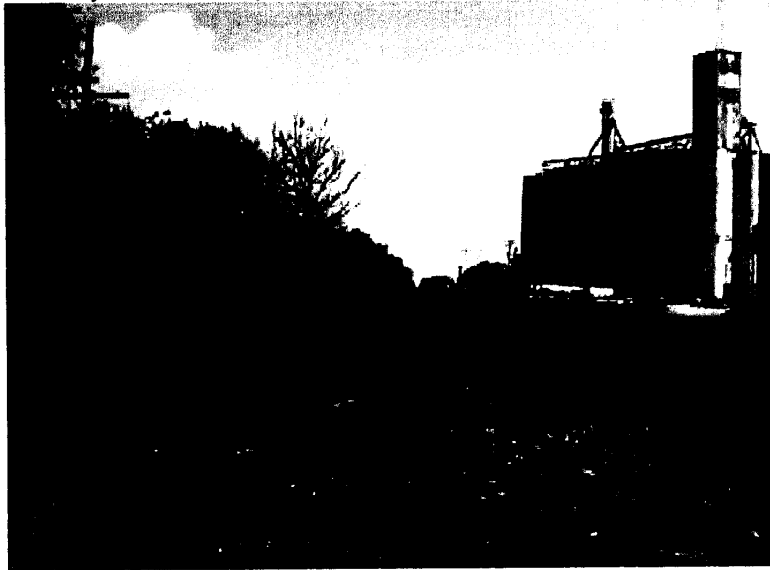
Mark C. Holder, MAI, SRA
November 26, 2003
Page 15



Mark C. Holder, MAI, SRA
November 26, 2003
Page 16



Looking southwesterly near the northerly cut point. This is in the community of Wellsboro. Frame 1. 10/9/03.



Looking east from the westerly cut point. This is in the community of Malden. Frame 27. 10/10/03.

Mark C. Holder, MAI, SRA
November 26, 2003
Page 17



Typical view of the subject property and agricultural ATF land use. Frame 20. 10/10/03.



Typical view of the easterly portion of the subject in Stark County. Frame 11. 10/10/03.

Docket No. AB-55 (Sub. No. 643X)

VERIFIED STATEMENT OF GARY E. LANDRIO

Background And Qualifications

My name is Gary E. Landrio. I am the Vice President Rail Operations of Stone Consulting & Design, Inc., a railroad consulting firm, P. O. Box 306, Warren, PA 16365. I have worked in this position since 1997, and as a consultant since 1989.

I have been employed in the rail industry for 27 years. I am familiar with rail operations and acquisitions having directed the startup of 20 railroads in both the United States and Canada. In most of these acquisitions I was personally involved with the negotiations for the property and rail assets transactions.

I was employed by LeaseTek Financing in 1983 and 1984 developing financing packages based on equipment and property valuations. I was appointed as Rail Property Manager for the Rail Division of the Pennsylvania Department of Transportation. There I developed a system for managing the real estate issues for properties acquired from six different bankrupt railroads. I supervised, hired and verified appraisals of railroad corridors across the Commonwealth.

I have directed the appraisals of over a dozen railroads totaling over 2,000 miles of rail property including the Maryland & Pennsylvania, Mississippian, Great River, Maine Central, Toledo, Peoria & Western, Morristown & Erie, and the R.J. Corman Clearfield Cluster among others. My rail property valuations have been accepted in testimony in courts in Ohio and Pennsylvania, and have been used to determine value in a proceeding of

the Surface Transportation Board. I have been a member of the International Right of Way Association, the Appraisal Institute and the Rails to Trails Conservancy.

This Assignment

I have been requested by the Town of North Judson (TNJ) to examine and review all real estate evidence submitted on behalf of CSX Transportation in support of its application for authority to abandon 32.97 miles of its Wabash Subdivision between milepost CF 0.63 at LaCrosse to milepost CF 15.23 at Wellsboro and from milepost CI 212.55 at North Judson to milepost CI 230.92 at Malden, in Laporte, Starke and Porter Counties, Indiana.

I have been specifically requested by TNJ to determine the correct net liquidation value for the real estate (NLV-RE) associated with this abandonment.

How Was The Assignment Handled

I was officially retained as a consultant in this proceeding by TNJ on January 16, 2004. That day I met with various stakeholders of the project and inspected the subject property. I took pictures of the property at various locations.

In CSX's Petition For Exemption filed with the Board on November 3, 2003 and identified as Exhibit F Docket No. AB-55 (Sub-No. 643X) is a two page Exhibit 1 which is labeled CSXT/Finance October 24, 2003. The note to line 12 of this document established an initial land value of \$719,400. This was not based on any specific appraisal but on CSX system average land values of \$21,800 per mile. Subsequently CSX had Charles W. Rex III of the firm RMI Midwest produce an appraisal report for this rail property. The RMI

report attempted to establish valuation based on across-the-fence ATF classifications. We looked at the determinations of fee and non-fee acreage and cross-referenced that information to the CSX supplied in-house data.

We looked at the property and visited the County courthouses for comparable records. We made copies of all records and evaluated their impact on the land values.

Methodology

There are several methodologies that can be used to establish value of a railroad corridor. The most accurate is to find sales of similar corridors in the same counties as the rail line needing to be appraised. This is the best evidence of value of a railroad property and it comes from sales of other adjacent railroad property. Care must be given when doing this research to find corridors with similar adjacent property values, fee title and on right-of-way conditions. We went to the courthouses in Pulaski, Starke, and Porter Counties. Here we researched sales of the abandoned sections of this rail corridor.

Fee Title Acreage

There is a discrepancy in the Fee Title Acreage as reported by CSX in their records and the number used by the RMI appraisal. CSX submitted a report titled "CSX Real Property, Inc., Proposed Sale of Railroad Parcels in Stark, LaPorte, Porter Counties Indiana". This report prepared by J. H. Sullivan dated 11/24/03 states an actual acreage of 214.89 under the column headed "Fee Acres". The number used by RMI is 217.84.

Review Of RMI Appraisal

There are several faulty arguments in the RMI appraisal. First, they did not use even one right-of-way sale in their determinations of value.

Second, they state on page three that, "This appraisal does not include the ... cost of land clearing or grading". This point is a significant flaw in their report. You can not take an ATF value on adjacent property which is cleared and graded and compare it directly to railroad property. This corridor has an embankment averaging three or more feet high though all the farmland. There is a cost to the farmer to clear and grade the former railroad property. This cost is a direct deduct against the area's average farmland values. Using local contractor non-union rates it would cost \$2.50 per cubic yard to remove this material, grade and prepare the embankment footprint for farming. Calculations were made and deducted on only the fee own cropland. Note that there is very little fee owned land on the LaCrosse to Wellsboro segment. This cost would be a deduction of \$105,796 on the farmland value. (See exhibit GEL-1)

Third, railroad right-of-way typically makes poor farmland. Most railroad embankments were made from cinders. These cinders were primarily the remains of coal burning from steam locomotives and mill operations. Cinders by definition are highly acidic. Seeds do not propagate well in acidic soils. Even with lime and other treatments these soils rarely ever can produce the same average crop yields of adjacent farmland. This condition is so bad that leeching of the acidic soils retards the crop growth on adjacent acreage.

Our Appraisal Findings

The rail line segments adjacent to both the east and west of this abandonment were themselves abandoned many years ago. According to the Indiana DOT the Section west from Malden to Griffith was abandoned in AB-18(30F) in 1981, this is over twenty-two years ago. The section east of North Judson was abandoned in AB-18(96) in 1987; even this is over sixteen years ago. It was expected that a search of the Grantor records would result in finding several sales of this former railroad corridor which could be used as accurate comparative transactions. As a result of our research we found no sales in either Pulaski or Starke Counties. We did find several default judgments in which although CSX was still paying the real estate taxes they did not contest the reversion claims made by adjacent property owners.

Our research in Porter County found similar transactions to the other counties. Here we did find that in two developed areas of the county, CSX was able to sell the land to adjacent landowners. One of these cases the landowner had been using the property even during railroad operations for access to his business.

Based on the above research we find that the rail corridors in question are not sellable even over time through the farm lands which represent over 95% of all this abandonment's corridor. It is only the 5% of property through the small rural communities that may even have any buyers. The legal proof of this can be found in the many default judgments which went uncontested by CSX spanning the past thirteen years. The land is worth so little that it is not even worth the filing effort to contest these claims.

Further research has found two possible buyers of the property and two more parcels which may have market value. The first is the property adjacent to the Malden grain elevator. There are four acres which the Farm Bureau Co-op would buy. The second is in LaCrosse which the Town would acquire for community use about a two acre site. The two possible market value sites are in Hanna and Wellsboro. The Hanna and Wellsboro sites would be residential.

Analysis Of Court House documents

Pulaski County, Tippecanoe Township

CSX is still paying taxes on this four mile segment. It is still shown under CSX ownership on the tax maps. Approximately $\frac{3}{4}$ mile of this right-of-way has been destroyed and farmed for three or more years. These are Tippecanoe, parcels: Section 35, 015-00308-00, 11.79 acres; Section 34, 015-00307-00, 10.12 acres; Section 28, 015-00304-00, 5.77 acres.

C&B Smith Farms, Inc. filed as a fee adjacent landowner to have the CSX property vested in 1990. CSX did not respond, failed to make delivery of a quit claim deed and the county accepted a filing of possession by C&B Smith Farms for 8.5 acres.

Mary K. Hinderlider filed as a fee adjacent landowner to have the CSX property vested in 1991. CSX did not respond, failed to make delivery of a quit claim deed and the county accepted a filing of possession by Mary K. Hinderlider for 2.6 acres.

Pulaski County, Franklin Township

No records found.

Starke County, Wayne Township

Herman F. Lippelt filed as a fee adjacent landowner to have the CSX property vested in 1991. CSX did not respond, failed to make delivery of a quit claim deed and the county accepted a filing of possession by Herman F. Lippelt for 1.5 acres.

Harriet M. Lippelt filed as a fee adjacent landowner to have the CSX property vested in 1991. CSX did not respond, failed to make delivery of a quit claim deed and the county accepted a filing of possession by Harriet M. Lippelt for 1.7 acres.

Patrick & Betty Czaplewski filed as a fee adjacent landowner to have the CSX property vested in 1991. CSX did not respond, failed to make delivery of a quit claim deed and the county accepted a filing of possession by Patrick & Betty Czaplewski for 1.75 acres.

Big Eastern, Incorporated, filed as a fee adjacent landowner to have the CSX property vested in 1991. CSX did not respond, failed to make delivery of a quit claim deed and the county accepted a filing of possession by Big Eastern, Incorporated, for 5 acres.

Pansy M. Stricker filed as a fee adjacent landowner to have the CSX property vested in 1991. CSX did not respond, failed to make delivery of a quit claim deed and the county accepted a filing of possession by Pansy M. Stricker for 0.7 acres.

Florence Bunyon filed as a fee adjacent landowner to have the CSX property vested in 1992. CSX did not respond, failed to make delivery of a quit claim deed and the county accepted a filing of possession by Florence Bunyon for 1.1 acres.

Jerome R. & Cherry Gumz filed as a fee adjacent landowner to have the CSX property vested in 2000. CSX did not respond, failed to make delivery of a quit claim deed and the county accepted a filing of possession by Jerome R. & Cherry Gumz for 2.9 acres.

Clarence Greer filed as a fee adjacent landowner to have the CSX property vested in 1991. CSX did not respond, failed to make delivery of a quit claim deed and the county accepted a filing of possession by Clarence Greer for 2.6 acres.

Porter County, Morgan Township

Edward and Lynn Wellsand bought via a quit claim deed 7.1 acres in the village of Malden. CSX sold this for \$17,500 in 1991 = \$2,465 per acre.

Vicki Urbanik & Lawrence Randell bought via a quit claim deed 5.9 acres near the village of Malden. CSX sold this for \$20,000 in 1995 = \$3,390 per acre.

R & H Farms filed as a fee adjacent landowner to have the CSX property vested in 1993. CSX did not respond, failed to make delivery of a quit claim deed and the county accepted a filing of possession by R & H Farms for 12 acres.

Porter County, Porter Township

Leon C. & Janet K. Stowers bought via a quit claim deed 0.6 acres adjacent to their property. CSX sold this for \$400 in 1992 = \$667 per acre.

Helen Linn, John Hooseline and Mary Kay Heindel bought via a quit claim deed 1.77 acres. CSX sold this for \$750 in 1993 = \$424 per acre.

Russell & Tamara Giesler bought via a quit claim deed 3.3 acres at the Chicago end of Porter County in the Village of Beatrice. CSX sold these village lots for \$12,000 in 1994 = \$3,636 per acre.

Larry Sturgill bought via a quit claim deed 19.25 acres at the Chicago end of Porter County to the Lake County line and in the village of Beatrice. CSX sold this for \$13,000 in 1990 = \$675 per acre.

Estimate Of Total Land Value

The total land sold in Porter County amounts to only 37.9 acres out a total possible acreage of a right-of-way 100 feet wide that is ten miles long for a total acreage of 122 acres. This is in the county closest to Chicago. The county which has the most signs of development. Even here most of the parcels were sold in two communities of Beatrice and Malden. The nine miles in between these two communities grossed only \$1,150. This \$1,150 represents the only sales recorded in three counties of this corridor covering over 27 miles, spanning the sixteen years since the abandonment on the most recent segment. A summary of these sales shows that these thirty-seven acres even at an inflation adjusted price of \$2,258.25 per acre would only generate a value of \$85,633. (See exhibit GEL-2)

If we summarize the potential sale of all the village properties defined above we would have only about 17.3 acres of fee titled ground. These seventeen acres using the adjusted acreage price of \$2,258.25 per acre would only generate a value of \$39,088. (See

exhibit GEL-3)

A review of both the RMI report and interviewing local Township Officials lead to a conclusion that RMI is correct that approximately 85% of the fee owned village properties can be sold in a reasonable time. Based on the more limited number of properties deemed saleable it is estimated that a reasonable sales period for these village parcels is five years. RMI is also reasonable in its estimates of commissions and closing costs of 11%. Further we will use the RMI assumption for simplicity that potential sales would be approximately equal for the five-year sales period and that no appreciation would occur in the land values over that period of time. (See exhibit GEL-4)

The NLV estimate indicates a value of \$25,700 not the \$149,500 offer made by the Township of North Judson in its Offer of Financial Assistance.

A very basic conclusion can be made from these facts. There is some minimal value to some parcels in the three small communities along this abandonment. Outside of these limited built up areas the land has no resalable value, it is worthless. If this was not the fact, CSX would have generated significant sale income over the years on these adjacent abandonment sections.

Wabash SubDivision Embankment removal cost analysis

3/30/2004

[illegible]

Exhibit GEL-2

Name	Year	acreage	per acre	total	CPI-U	Current	% increase	Adjusted \$
Wellsand	1991	7.1	\$2,495	\$17,500	133.6	187	139.97%	\$24,495
Urbanik	1995	5.9	\$3,390	\$20,000	148.5	187	125.93%	\$25,185
Stowers	1992	0.6	\$667	\$400	137.5	187	136.00%	\$544
Hooseline	1993	1.77	\$424	\$750	141.2	187	132.44%	\$993
Giesler	1994	3.3	\$3,636	\$12,000	144.8	187	129.14%	\$15,497
Sturgill	1990	19.25	\$675	\$13,000	128.5	187	145.53%	\$18,918
Total acres sold		37.92				Total adjusted value		\$85,633
Average adjusted cost per acre		\$2,258.25						

Wabash Subdivision Land Valuation

3/29/2004

Exhibit GEL-3

Segment #	Land Use		Township	Val Map #	Fee Area	Non Fee Area	Cropland Fee Area	Sellable Fee Area
	West(north)	East(south)						
1	Cropland	Industrial	Morgan	17379	114,614.70		57,307.35	57,307.35
2	Cropland	Cropland	Morgan	17379	455,404.28		455,404.28	
3	Cropland	Cropland	Morgan	17378	420,401.32	109,460.46	420,401.32	
4	Cropland	Cropland	Morgan	17377	374,660.49	131,989.83	374,660.49	
5	Cropland	Cropland	Morgan	17376	514,478.14		514,478.14	
6	Cropland	Cropland	Morgan	17375	527,907.66		527,907.66	
7	Cropland	Cropland	Dewey	17374	449,390.42	69,743.65	449,390.42	
8	Cropland	Cropland	Dewey	17373	531,403.73		531,403.73	
9	Cropland	Cropland	Dewey	17372	513,556.07		513,556.07	
10	SFR	Cropland	Dewey	17370	61,183.94		30,591.97	30,591.97
11	SFR	Commercial	Dewey	17370	47,264.36			47,264.36
12	SFR	SFR	Dewey	17370	56,272.79			56,272.79
13	Cropland	SFR	Dewey	17370	22,540.11		11,270.06	11,270.06
14	SFR	SFR	Dewey	17370	133,320.26			133,320.26
15	SFR	Cropland	Dewey	17370	89,025.42		44,512.71	44,512.71
16	Cropland	Rural Res	Dewey	17370	74,419.61		74,419.61	
17	Cropland	Cropland	Dewey	17369	546,359.45		546,359.45	
18	Cropland	Cropland	Dewey	17368	583,780.32		583,780.32	
19	Cropland	Cropland	Dewey	17367	575,406.38		575,406.38	
20	Cropland	Cropland	Dewey	17366	594,950.98		594,950.98	
21	Cropland	Cropland	Dewey	17365	77,076.09	22,983.79	77,076.09	
22	Rural Res	Cropland	Railroad	17365		56,376.85		
23	Rural Res	Rural Res	Railroad	17365		72,306.64		
24	Cropland	Rural Res	Railroad	17365	120,561.44		120,561.44	
25	Cropland	Cropland	Railroad	17365	197,150.69		197,150.69	
26	Cropland	Cropland	Wayne	17364	464,733.71	67,530.99	464,733.71	
27	Cropland	Cropland	Wayne	17363	210,106.03	258,875.92	210,106.03	
28	Cropland	Cropland	Wayne	17362	561,190.67	27,891.63	561,190.67	
29	Cropland	Cropland	Wayne	17361	228,338.38	59,825.07	228,338.38	
30	Industrial	SFR	N Judson	17361	134,844.17			134,844.20
31	SFR	SFR	N Judson	17361	63,186.03	11,907.76		63,186.03
32	SFR	SFR	N Judson	17360	18,782.28			18,782.28
33	Cropland	Cropland	Wayne	17360	533,777.72		533,777.72	
34	SFR	SFR	Noble	22865	62,570.20	4,795.83		62,570.20
35	Industrial	SFR	Noble	22865		91,563.76		
36	Industrial	SFR	Noble	22864		89,058.50		
37	Industrial	Cropland	Noble	22864		27,634.97		
38	Cropland	Cropland	Noble	22864		679,979.26		
39	Cropland	Cropland	Noble	22863		791,892.60		
40	Cropland	Cropland	Noble	22862		778,471.57		
41	Cropland	Cropland	Hanna	22861		449,942.38		
42	Cropland	SFR	Hanna	22861		105,416.90		
43	SFR	SFR	Hanna	22861	65,936.01	15,768.18		65,936.01
44	SFR	Industrial	Hanna	22861		24,562.32		
45	SFR	SFR	Hanna	22861		14,700.56		
46	Cropland	SFR	Hanna	22861		78,817.30		
47	Cropland	SFR	Hanna	22858		61,020.40		
48	Cropland	Cropland	Hanna	22858		713,523.24		
49	Cropland	Cropland	Hanna	22856		757,892.38		
50	Cropland	Cropland	Cass	22855		767,496.07		
51	Cropland	Cropland	Cass	22854		803,301.64		
52	Cropland	Cropland	Dewey	22853		777,812.39		
53	Cropland	Cropland	Dewey	22852	8,222.39	421,779.81	8,222.39	
54	SFR	Cropland	Dewey	22851	56,236.40	16,649.27	28,118.20	28,118.20
55	SFR	SFR	Dewey	22851		72,086.04		
56	SFR	Industrial	Dewey	22851		93,373.22		
SF totals					9,489,053	8,267,555	8,735,076	753,976.42
Acreage totals					217.84	189.80	200.53	17.31
Median real estate value per acre						\$2,258		\$39,088
Miles of fee held embankment							16.54	

Exhibit GEL-4

Wabash Subdivision Discounted cash flow analysis and NLV

Gross potential sales	\$7,818	\$7,818	\$7,818	\$7,818	\$7,818
Percent sold	85%	85%	85%	85%	85%
Likely sales	\$6,645	\$6,645	\$6,645	\$6,645	\$6,645
Less cost of sales	\$731	\$731	\$731	\$731	\$731
Net sales	\$5,914	\$5,914	\$5,914	\$5,914	\$5,914

Present value \$25,604.59

Estmate of net liquidation value \$25,700.00

VERIFICATION

COMMONWEALTH OF PENNSYLVANIA)
) SS:
COUNTY OF WARREN)

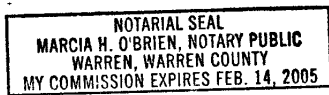
GARY E. LANDRIO, being duly sworn on oath, deposes and states that he has read the foregoing statement, that he knows the contents thereof, and the facts therein stated are true and correct.


GARY E. LANDRIO

SUBSCRIBED AND SWORN to
Before me this 29th day
of March, 2004.

Marcia L. O'Brien
Notary Public

My Commission Expires:



CSX REAL PROPERTY, INC.

PROPOSED SALE

OF

RAILROAD PARCELS

in

Stark, LaPorte, Porter

Counties

Indiana

17360	V51/180	552,560.00	12.69	552,560.00	12.69	0.00	0.00	0.00	0.00	Stark
17361	V51/181	498,101.41	11.43	426,368.58	9.79	71,732.83	0.00	0.00	0.00	Stark
17362	V51/182	589,082.30	13.52	561,190.67	12.88	27,891.63	0.00	0.00	0.00	Stark
17363	V51/183	468,981.95	10.77	210,106.03	4.82	258,875.92	0.00	0.00	0.00	Stark
17364	V51/184	532,264.70	12.22	484,733.71	10.67	67,530.99	0.00	0.00	0.00	Stark
17365	V51/185	476,557.32	10.94	324,890.04	7.46	151,667.28	0.00	0.00	0.00	Stark
17366	V51/186	77,076.09	1.77	77,076.09	1.77	0.00	0.00	0.00	0.00	LaPorte
17367	V51/187	594,950.98	13.66	594,950.98	13.66	0.00	0.00	0.00	0.00	LaPorte
17368	V51/188	575,406.38	13.21	575,406.38	13.21	0.00	0.00	0.00	0.00	LaPorte
17369	V51/189	583,780.32	13.40	583,780.32	13.40	0.00	0.00	0.00	0.00	LaPorte
17370	V51/190	546,359.45	12.54	546,359.45	12.54	0.00	0.00	0.00	0.00	LaPorte
17371	V51/191	582,491.60	13.37	541,628.69	12.43	40,862.91	0.00	0.00	0.00	LaPorte
17372	V51/192	513,556.07	11.79	513,556.07	11.79	0.00	0.00	0.00	0.00	LaPorte
17373	V51/193	531,403.73	12.20	531,403.73	12.20	0.00	0.00	0.00	0.00	LaPorte
17374	V51/194	262,803.68	6.03	262,803.68	6.03	0.00	0.00	0.00	0.00	LaPorte
17375	V51/195	256,330.39	5.88	186,586.74	4.28	69,743.65	0.00	0.00	0.00	Porter
17376	V51/196	527,907.66	12.12	527,907.66	12.12	0.00	0.00	0.00	0.00	Porter
17377	V51/197	514,478.14	11.81	514,478.14	11.81	0.00	0.00	0.00	0.00	Porter
17378	V51/198	506,650.32	11.63	374,660.49	8.60	131,989.83	0.00	0.00	0.00	Porter
17379	V51/199	529,861.78	12.16	420,401.32	9.65	109,460.46	0.00	0.00	0.00	Porter
17380	V51/200	570,018.98	13.09	570,018.98	13.09	0.00	0.00	0.00	0.00	Porter
Total sq ft/acres of Property Sold		3,117,547.68	71.57	2,539,849.03	58.31	577,698.65	13.26	18.5%	0	
Fee and Easement Title Percentages		100%	100%	81.5%	81.5%	18.5%	18.5%			

214.89

Fee
Sale
Easem

CERTIFICATE OF SERVICE

I hereby certify that on March 30, 2004, I served the foregoing document, Request For Establishment Of Conditions And Compensation, by UPS overnight mail, on Jonathan Gold, Esq., CSX Transportation, Inc., 500 Water Street, J-150, Jacksonville, FL 32202.

Thomas F. McFarland

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