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FILED
OCT 17 2005
TRANSPORTATION BOARD

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BY HAND

October 17, 2005

Honorable Vernon A. Williams
Surface Transportation Board
1925 K Street, N.W.
Washington, D.C. 20423-0001

ENTERED
Office of Proceedings
OCT 17 2005
Part of
Public Record

RE: STB Docket No. AB-1081X, San Pedro Railroad Operating Company, LLC—Abandonment Exemption-In Cochise County, AZ,

Dear Mr. Williams:

On behalf of San Pedro Railroad Operating Company (SPROC), I am enclosing for filing in the above-captioned abandonment proceeding an original and ten copies of the following:

(1) A Motion for A Protective Order;
(2) A Confidential Copy of a Petition for Exemption from Regulation with Exhibits;
(3) A Public Version of a Petition for Exemption from Regulation with Exhibits;
(4) An Appraisal prepared by Kenneth Young & Associates marked as Exhibit F;
(5) A Combined Environmental and Historic Report marked as Exhibit B;
(6) A bridge report prepared by Osmose Railroad Services marked as Exhibit I; and
(7) Confidential work papers.

Inasmuch as this Petition represents a resubmission of a Petition previously filed on June 6, 2005, in STB Docket No. AB-441 (Sub-No.4X), I am enclosing a letter addressed to the Section of Environmental Analysis under 49 CFR 1105.8(e) requesting a waiver of the requirements in 49 CFR 1105.8(d)(1) and (3) that applicant furnish a U.S.G.S. topographic or alternate map and good quality photographs

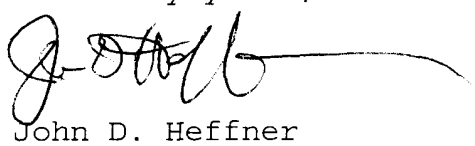
of railroad structures for the segments of railroad below milepost 1055.8 near Charleston, AZ (segments 1, 2, and 3).

Consistent with the Board's regulations, SPROC is simultaneously filing a copy of the Public Version of this Petition (without the Appraisal and certain other irrelevant documents) upon the Arizona Corporation Commission, the Department of Defense, Surface Deployment Distribution Command, the National Park Service, Recreation Resources Assistance Division, and the U.S. Department of Agriculture, Chief of the Forest Service.

Finally, I am enclosing a filing fee check for $5,200 as well as a copy of this filing on a disk formatted in MS Word.

Please date stamp and return one copy of the Motion, the Public Version and the Confidential Version of this Petition, the waiver request letter, the Appraisal, the Combined Environmental and Historic Report, the bridge report, and the transmittal letter.

Sincerely yours,



John D. Heffner

Enclosures:

cc: David Parkinson
All parties

ENTERED
Office of Proceedings

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Public Record

214977

PUBLIC VERSION

OCT 17 2005
RECEIVED

BEFORE THE
SURFACE TRANSPORTATION BOARD

STB DOCKET NO. AB-1081X
SAN PEDRO RAILROAD OPERATING COMPANY, LLC—ABANDONMENT EXEMPTION
IN COCHISE COUNTY, AZ

ORIGINAL

EXPEDITED HANDLING REQUESTED

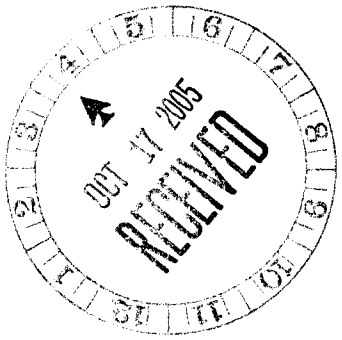
PETITION FOR EXEMPTION
UNDER 49 U.S.C. 10502
FROM 49 U.S.C. 10903

FILED
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SURFACE
TRANSPORTATION BOARD

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Attorney for San Pedro
Railroad Operating
Company, LLC

Dated: October 17, 2005



BEFORE THE
SURFACE TRANSPORTATION BOARD

STB DOCKET NO. AB-1081X
SAN PEDRO RAILROAD OPERATING
COMPANY, LLC—ABANDONMENT EXEMPTION—
IN COCHISE COUNTY, AZ

PETITION FOR EXEMPTION
UNDER 49 U.S.C. 10502
FROM 49 U.S.C. 10903

INTRODUCTION

Pursuant to 49 U.S.C. 10502, the San Pedro Railroad Operating Company, LLC ("SPROC") submits its Petition for Exemption from 49 U.S.C. 10903 seeking the Board's authorization for the discontinuance of service over and the abandonment of approximately 76.2 miles of track and railroad right-of-way in Cochise County, AZ. The subject line ("the Line") consists of four segments: (1) a segment of railroad designated as the Bisbee Branch, which extends between milepost 1085.0 at Bisbee Junction, AZ, and milepost 1090.6 at Bisbee, AZ, a distance of 5.6 miles (first segment); (2) a segment of railroad extending between milepost 1097.3 near Paul Spur, AZ, and milepost 1106.5 near Douglas, AZ, a distance of 9.2 miles (second segment); (3) a segment of railroad extending between

milepost 1055.8 near Charleston, AZ, and milepost 1097.3 near Paul Spur, AZ, a distance of 41.5 miles (third segment); and (4) a segment of railroad extending between milepost 1040.15 near Curtiss, AZ, and milepost 1055.8 near Charleston, AZ, a distance of 19.9 miles (fourth segment).[1] The second, third, and fourth segments collectively comprise the Douglas Branch. The subject lines traverse United States Postal Service Zip Codes 85602, 85603, 85607, and 85615.

A previously filed Petition submitted in STB Docket No. AB-441 (sub-No. 4X) was denied by decision served Sept. 15, 2005, for failure to provide "all relevant evidence and financial data."

For the reasons stated herein, SPROC requests expedited handling of its request with a decision issued on or before 80 days from the date of filing, effective five days thereafter.

BASIS FOR ABANDONMENT

SPROC seeks authority to abandon the Line because the traffic and revenues from the sole shipper, Chemical Lime Company ("Chemical Lime"), are insufficient to cover the direct costs of providing rail service let alone the costs

[1] This distance of 19.9 miles is correct. The mileposts along this segment do not line up properly. The track on the first and second segments was salvaged by previous owners after obtaining abandonment authority.

of normalized maintenance and opportunity costs. Moreover, the condition of a railroad bridge located at milepost 1044.4 has deteriorated so substantially that the Federal Railroad Administration ("FRA") has instructed SPROC to suspend operations over the bridge, effectively ending all rail service to Chemical Lime. An embargo was posted on June 16, 2005, renewed on Sept. 22, 2005. Copies are submitted as Attachments 14 and 15 to SPROC Chairman David Parkinson's statement. SPROC submits a bridge report prepared by Osmose Railroad Services, Inc. ("Osmose") estimating the cost of emergency repairs at $136,496 for that bridge alone. Furthermore, flooding on the Line has seriously damaged track and structures over a 16 mile segment of the Line between milepost 1061.9 and milepost 1077.9. SPROC submits as Attachment 16 to Mr. Parkinson's Statement a repair estimate of $56,346 for that segment. SPROC asserts that about $710,030 of rehabilitation work is needed to put the Line in a good state of repair to meet the FRA's class I track standard. None of these rehabilitation and maintenance expenses can be recouped from SPROC's net operating revenue, to the extent it even exists. During the Base Year and the Forecast Year, SPROC has or will experience the following operating revenues,

avoidable costs, and losses on the line proposed for abandonment here:

Year	Total Revenues	Avoidable Costs	Loss
Base Year	$275,212	$526,622	$251,410
Forecast Year	$261,498	$539,234	$277,736

The estimated Subsidy is $1,798,221.[2]

Chemical Lime has available to it and uses other modes of transportation.[3] There are no other shippers on the Line and SPROC has found that the prospects for attracting other customers to the Line are poor. In view of the area's sparse population, abandonment would have no adverse effect on rural and community development.

In support of its request, Petitioner submits the following exhibits:

Exhibits 1-7: Revenue and Cost Data and supporting detail.[4]

Exhibit A. A map depicting the subject line.

Exhibit B. A Combined Environmental and Historic Report (separate document).

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[2] Includes capital cost to restore line to operations.

[3] Chemical Lime indicated that it could use truck transportation to move inbound coal and coke, albeit at a higher cost. Chemical Lime Statement in Opposition filed on July 14, 2005, in AB-441 (Sub-No. 4X) at 4. Verified statement of Chemical Lime witness Mark Juszli at 3-5. In Attachment 5 to his statement, SPROC Chairman David Parkinson's identifies several trucking companies operating in the area. Parkinson V.S. at 4.

[4] Revenue information submitted under seal.

Exhibit C. A draft *Federal Register* notice.

Exhibit D. The verified statement of SPROC Chairman David Parkinson with attachments (some filed under seal).

Exhibit E. The verified statement of cost witness Robert C. Finley and relevant work papers (a confidential version and work papers submitted under seal).

Exhibit F. The verified statement of track appraiser Kenneth Young and his track appraisal (separate document).

Exhibit G. A signed, written salvage contract (submitted under seal).

EXHIBIT H. A copy of SPROC's published newspaper notice along with evidence of publication.

EXHIBIT I. A complete copy of the bridge inspection report prepared by Osmose Railroad Services, Inc (separate document).

Exhibit J. A copy of SPROC's Employee Timetable.

Exhibit K. A copy of SPROC's Track Charts.

Exhibit L. SPROC financial statements (submitted under seal).

The subject line does not contain any federally granted rights-of-way. Any documentation in Petitioner's possession will be made available promptly to those requesting it.

A copy of this Petition has been served on all known shippers located on the subject line as well as the affected political subdivisions.

STATEMENT OF FACTS AND CHRONOLOGY

The subject abandonment represents the last chapter of a railroad line, which has had many owners who have made valiant efforts to preserve railroad service over it. The Line was originally owned and operated by the Southern Pacific Transportation Company ("SPT"), now part of the Union Pacific Railroad Company. SPT initially sold the Line to SWKR Operating Company ("SWKR"), a subsidiary of short line operator Kyle Railways, Inc.("Kyle"), that operated the line under the name San Pedro & Southwestern Railway. Subsequently, SWKR sought exemptions from the former Interstate Commerce Commission to abandon segments one, two, and three. While SWKR's petition to abandon the third segment was pending, StatesRail, Inc., a short line railroad holding company, acquired Kyle's portfolio of short line railroad holdings. Several years later short line railroad holding company RailAmerica, Inc. ("RailAmerica"), in turn acquired the StateRail's properties including the SWKR assets and operations. RailAmerica then sought and obtained an exemption in 2003 from the Board to abandon the fourth segment. SWKR Operating Co.—Abandonment Exemption—in Cochise County, AZ, STB Docket No. AB-441 (Sub-No. 3X) (STB served Nov. 4, 2003). SPROC acquired all segments of the subject rail

line in November 2003 pursuant to Board authorization. See, San Pedro Railroad Operating Company, LLC—Acquisition and Operation Exemption—SWKR Operating Co. Inc., STB Finance Docket No. 34430 (STB served Nov. 21, 2003).[5]

At the time of SPROC's acquisition, portions of the Line were in such poor condition that they could not be operated absent substantial rehabilitation work. Accordingly, SPROC spent approximately $250,000 in track and bridge repairs between August and October 2004 to restore the Line to a minimally acceptable condition for service.[6] By October 15, SPROC had completed necessary repairs and resumed rail service south of Curtiss, serving Chemical Lime, the only customer south of that point. Parkinson V.S. at 2-3.

SPROC's prime motivation in acquiring the subject rail lines had been to restore trans-border rail service to and from Mexico in conjunction with Ferromex, the Mexican railroad on the other side of the US/Mexican border at Naco. At the time SPROC felt that this connection would present a good opportunity for developing the substantial

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[5] Although SPROC has acquired common carrier authority over the first and second segments of the railroad between Bisbee Junction and Bisbee and between Paul Spur and Douglas, SPROC has not attempted to rehabilitate or restore service over these segments which were abandoned and salvaged by previous owners.

[6] See, Attachment 2 submitted with Parkinson V.S.

and growing trans-border NAFTA-related traffic. Despite its efforts, SPROC failed to persuade Ferromex to restore that gateway. On January 25, 2005, Ferromex emailed SPROC's David Parkinson stating that it was not willing to consider re-establishing the international connection at Naco. See, Attachment 1 to Parkinson V.S.

SPROC's other initiatives to market and develop new local business on the Line also failed. SPROC representatives met with Chemical Lime officials in 2004 to discuss their company's future plans for rail service. On June 1, 2004, SPROC entered into a short term (8 months retroactive to March 1, 2004) letter agreement with Chemical Lime to keep the railroad from Bisbee Jct., to Paul Spur in place at a monthly fee of $2,500. See, Attachment 7 to Parkinson V.S.[7] Although Chemical Lime has indicated that it would use the Line to handle inbound coal and coke, Chemical Lime's projected traffic level of 380-500 carloads[8] per year fell far short of the amount needed to make the Line self sufficient by any standard. See, Parkinson V.S. at 4; Verified Statement of Mark Juszli

[7] The letter agreement erroneously states that it was for a 10 month period from March through December 2004. In fact, Chemical Lime only paid SPROC for the eight months from March through October 2004. See, footnote 5, Parkinson V.S. at 4.

[8] See, Statement of Chemical Lime witness Mark Juszli submitted with Statement in Opposition on July 14, 2005, at 4.

Forrest, AZ. While it determined that most of the bridges were satisfactory, Osmose found several requiring attention including the span at milepost 1044.4. Its report dated June 6, 2005, the same date that SPROC's filed its first abandonment petition at the Board, estimated $731,500 in total urgent (i.e. priority 2 and 3) bridge repairs for the Line. See, Attachment 11 to Parkinson V.S.

Shortly after SPROC filed its previous Petition for Exemption, it received a letter dated June 10 from the FRA's Edward W. Pritchard[9] stating that the bridge at milepost 1044.4 presented an unacceptable safety risk and recommending that the railroad cease operations over it immediately pending repairs. See, letter submitted as Attachment 13 to Parkinson V.S. Although, SPROC tried to persuade FRA to allow continued rail operations over the bridge while repairs were made, the FRA was adamant that operations stop. Otherwise, it threatened to shut down operations over the bridge. Parkinson V.S. at 6-7.

The parties held a conference call on June 14, 2005, to inform Chemical Lime of the FRA's order that operations over the bridge cease. Thereafter, SPROC filed an embargo notice with the Association of American Railroads on June

[9] Director of Office of Safety Assurance and Compliance

16, 2005.[10] During that call SPROC advised Chemical Lime of other transportation options including construction of a transload facility at either Curtiss or Benson. The parties continued to communicate with Chemical Lime officials during the Summer in an effort to find a solution.[11] Unfortunately, its efforts were to no avail. Finally, in August 2005, heavy rains damaged substantial segments of the Line between milepost 1061.9 (old milepost 33) and milepost 1077.9 (old milepost 49), with repairs estimated to cost $56,346. SPROC submits pictures of this damage and an estimate of the repairs prepared by Mountain States Contracting, Inc., as Attachment 16 to Mr. Parkinson's Statement.

THE PRIOR PROCEEDINGS

In response to the Board's decision served June 24, 2005, acknowledging receipt of SPROC's first petition and setting a procedural schedule, Chemical Lime filed a "Statement in Opposition" on July 14, 2005. SPROC replied

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[10] On September 22, 2005, SPROC renewed its embargo for another 12 months. These embargo notices are submitted as Attachments 14 and 15 to the Parkinson V.S.

[11] On July 22, 2005, submitted a detailed proposal to Chemical Lime to construct a transload facility to handle the customer's traffic at Curtiss. A copy of that proposal is attached to Mr. Parkinson's statement as Attachment 17.

on August 3.[12] Asserting that SPROC's Reply exceeded the bounds of the Board's order permitting SPROC's Reply, Chemical Lime filed a Motion to Strike. On September 15, 2005, the Board issued its decision ("September 15 Decision") denying SPROC's abandonment petition but "without prejudice to SPROC's refiling an appropriate abandonment application or a petition for exemption that contains all relevant evidence and financial data." September 15 Decision at 5.

ARGUMENT

1.
SPROC HAS NOT UNLAWFULLY TERMINATED SERVICE

Contrary to Chemical Lime's assertions in its July 14 Statement,[13] SPROC did not unlawfully terminate service on the Line. Presumably, Chemical Lime refers to SPROC's decision to terminate service and embargo the Line south of milepost 1044.4 because of the FRA's June 10 letter and its instructions to SPROC regarding the condition and use of the bridge at that point. While the Board is the only entity that can authorize a railroad to abandon service, Board policy has consistently recognized that a railroad may temporarily cease service by embargoing the line where

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[12] SPROC sought and obtained leave to reply to Chemical Lime's statement.

[13] Statement in Opposition at 1.

it is physically unable to serve a shipper. An embargo will be reasonable so long as the railroad either restores the line to service within a reasonable amount of time or promptly seeks abandonment authority. Decatur County Commissioners, Et Al. v. The Central Railroad Company of Indiana, STB Finance Docket No. 33386 (decision served September 29, 2000) and Michael H. Meyer, Trustee in Bankruptcy, et al v. North Coast Railroad Authority, et al, STB Finance Docket No. 34337 (decision served July 27, 2005). Because the FRA forced SPROC to shut down its line at MP 1044.4 due to bridge conditions and SPROC promptly sought abandonment authority, its embargo and cessation of service were reasonable and lawful. Moreover, under STB precedent, SPROC could not be forced to spend substantial amounts of money it does not have to rebuild a line it proposes to abandon. Decatur; Meyer.

2.

THE IMPACT OF INCREASED TRANSPORTATION COSTS

In its July 14 Statement in Opposition, Chemical Lime crafted a new version of the traditional abandonment balancing test originally articulated many years ago by the Supreme Court in Colorado v. United States, 271 U.S. 153 (1926), by totaling up the alleged harm to Chemical Lime in terms of increased operating costs ($907,780) at the Paul

Spur plant against its perception of SPROC's cost of providing rail service and concluding that its costs outweigh those of SPROC. Statement at 3-5. That analysis, however creative, ignores the correct interpretation and application of the case law. The correct test is for the Board to consider the losses the carrier is experiencing ($251,410 for the Base Year and $277,736 for the Forecast Year), the financial condition of that carrier (poor), shippers' use of the line (190 carloads for 2005 to date and a projected traffic level of somewhere between 380 and 500 carloads per year), and the ample transportation alternatives available. Robert Finley V.S. at 10; David Parkinson V.S. at 3-4. That Chemical Lime may incur increased shipping costs is not a basis for denying this abandonment. Chicago And North Western Transport. Co., 354 I.C.C. 1, 7 (1977).

3.
AN EXEMPTION IS WARRANTED

Abandonment of a rail line and discontinuance of rail service requires Board approval under 49 U.S.C. § 10903. However, on petition the Board is to exempt a proposed abandonment and discontinuance from the requirement of such approval if the Board finds under 49 U.S.C. § 10502(a) that application of 49 U.S.C. § 10903 to the proposed

abandonment and discontinuance is not required to carry out the rail transportation policy of 49 U.S.C. § 10101, and either that the proposed abandonment and discontinuance are of limited scope, or that application of 49 U.S.C. § 10903 to the proposed abandonment and discontinuance is not necessary to protect shippers from abuse of market power.

With regard to the first standard of 49 U.S.C. § 10502(a), the need for regulation is to be tested against the provision(s) of the rail transportation policy that is (are) implicated by the statute from which an exemption is sought. As to abandonment and discontinuance under 49 U.S.C. § 10903, the rail policy most directly implicated is 49 U.S.C. § 10101(4) in favor of continuation of a sound rail transportation system to meet the needs of the public and the national defense. The issue is whether a conventional abandonment application is required to determine whether the abandonment and discontinuance should be approved or whether it is so apparent that continued operation of the line is not required for an adequate rail transportation system that abandonment and discontinuance can be authorized by exemption without the need for such an application.

Here established Board case law allows a railroad seeking abandonment authority to use the individual

exemption procedure where the abandonment is either unopposed or, in the case of an opposed abandonment as here, where shipper traffic and revenues are clearly marginal compared to the cost of operating the involved rail line and the substantial losses that the petitioning railroad incurs. Minnesota Northern Railroad, Inc. - Aband. Exempt. - between Redland Jct. and Fertile, in Polk County, MN STB Docket No. AB-497 (Sub-No. 2X) (decision served Nov. 14, 1997), slip op. at 11-12. The Board seemed to recognize that this case fits in this category when it gave SPROC the option of resubmitting its abandonment request as either an application or a detailed petition for exemption. See, September 15 Decision, supra at 5.

Chemical Lime indicated in its Statement of Opposition that it would likely receive only 380 cars of inbound coal and coke per year, less than SPROC's 500 carload estimate. As the evidence submitted by SPROC Chairman David Parkinson and cost witness Robert Finley demonstrate, SPROC lost $251,410 for the Base Year and continued operation for the Forecast Year would result in a loss of $277,736. In addition, continued operation would require an unrecoverable expenditure of $710,030 for track

rehabilitation to meet FRA Class I safety standards,[14] $136,496 to repair the bridge at milepost 1044.4, and $731,500 to repair all bridges on the Line. SPROC would incur an opportunity cost of $19,974 per year for continued ownership of the Line.[15] It is thus apparent that Chemical Lime's estimated Forecast Year annual revenue of $261,498 is a small fraction of the total cost ($1,798,221) of operating the line. In that circumstance, compliance with the application process of 49 U.S.C. § 10903 is not necessary to carry out the policy of 49 U.S.C. § 10101(4) in favor of a sound rail transportation system to meet the needs of the public and the national defense. Issuance of an exemption would also further the rail policies of 49 U.S.C. § 10101(3) in favor of promoting safe and efficient rail transportation; § 10101(7) in favor of reducing regulatory barriers to exit; and § 10101(9) in favor of encouraging efficient rail management.

Because the shipper on the Line appears to have adequate transportation alternatives that it is already

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[14] In assuming "normalized" track maintenance expenses of $5,000 per year, Mr. Finley is right in line with what the Board has previously found reasonable. Finley V.S. at 4. See, e.g., Wisconsin Central LTD. - Abandonment - in Ozaukee, Sheboygan and Manitowoc Counties, WI, (STB Docket No. AB-303 (Sub-No. 27)) (decision served October 18, 2004), slip op. at 6-7, 10-11; Union Pacific Abandonment, STB Docket No. AB-33 (Sub-No. 140) (decision served December 22, 1999).

[15] This cost is computed at page 12 of Mr. Finley's statement.

using, application of 49 U.S.C. § 10903 to the proposed abandonment and discontinuance is also not necessary to protect shippers from an abuse of market power. Minnesota Northern Railroad, Inc. - Aband. Exempt. - between Redland Jct. and Fertile, in Polk County, MN, supra.

In light of that finding of no abuse of market power, the Board need not determine whether the proposed transaction is of limited scope. Nevertheless, the proposed abandonment of a 76.2 mile line handling fewer than 500 cars per year of traffic is clearly limited in scope. Moreover, the Line would already be abandoned but for the current agreements covering trail use/rail banking of the first, second, and third segments, and SPROC's own 2003 request to vacate the abandonment exemption authority previously granted RailAmerica's SWKR for the fourth segment.

EXPEDITED HANDLING REQUESTED

Inasmuch as the public has had over 6 months' notice of SPROC's proposal to abandon the Line and this Petition represents a second, albeit, more detailed look at that proposal, SPROC respectfully requests that the Board expeditiously consider and grant its request within 80 days' of the filing date, effective 5 days after service. In support of its request, SPROC notes that the Line has

been out of service for almost four months, and that its precarious cash situation will soon adversely affect its ability to continue operations over the "viable" segment of railroad between Benson and Curtiss. Moreover, as the Supreme Court held over 85 years ago, "...[A] carrier cannot be compelled to carry on even a branch of business at a loss, much less the whole business of carriage." Brooks-Scanlon Co. v. Railroad Comm'n, 251 U.S. 396 (1920). To do so would be an unconstitutional taking of the carrier's property without due process. In the Matter of Penn Central Transportation Company, 384 F. Supp. 895 (Special Court, Regional Rail Reorganization Act 1974).

Under the Board's rules, the agency normally takes 110 days to consider an abandonment request. Some of this time is necessary to give state, local, and federal agencies evaluating the environmental and historic impacts of the transaction a sufficient opportunity to perform their analyses. SPROC seeks a shorter schedule because the environmental and historic impacts in the current petition are no different than those presented by the previous petition and found to be insignificant by the Board and the commenting parties.

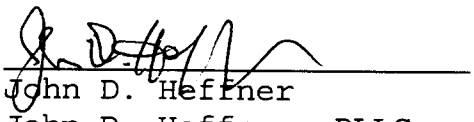
LABOR PROTECTION

The interests of railroad employees will be protected by the conditions imposed in *Oregon Short Line R. Co.–Abandonment–Goshen*, 360 I.C.C. 91 (1979).

CONCLUSION

Accordingly, SPROC respectfully requests that the Board expeditiously grant its request for exemption from the provisions of 49 U.S.C. 10903 to permit it to discontinue service over and abandon the subject line.

Respectfully submitted,



John D. Heffner
John D. Heffner, PLLC
1920 N Street, N.W.
Suite 800
Washington, D.C. 20036
Telephone: (202)263-4180

Counsel for San Pedro Railroad Operating Company, LLC

Dated: October 17, 2005

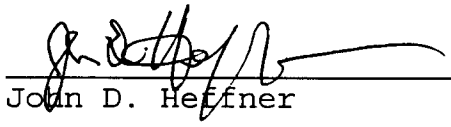
CERTIFICATE OF SERVICE

I, John D. Heffner, certify that a copy of the Petition for Exemption was served on October 17, 2005 to the following by first-class mail:

Thomas Hughes
Distribution Manager
Chemical Lime Company
6263 North Scottsdale Road
Suite 280
Scottsdale, AZ 85250-5402

Rusty A. Brewer
Baker Botts LLP
1299 Pennsylvania Avenue, NW
Washington, DC 20004

Charles A. Spitulnik
McLeod, Watkinson & Miller
One Massachusetts Avenue, NW
Suite 800
Washington, DC 20001



John D. Heffner

EXHIBIT A

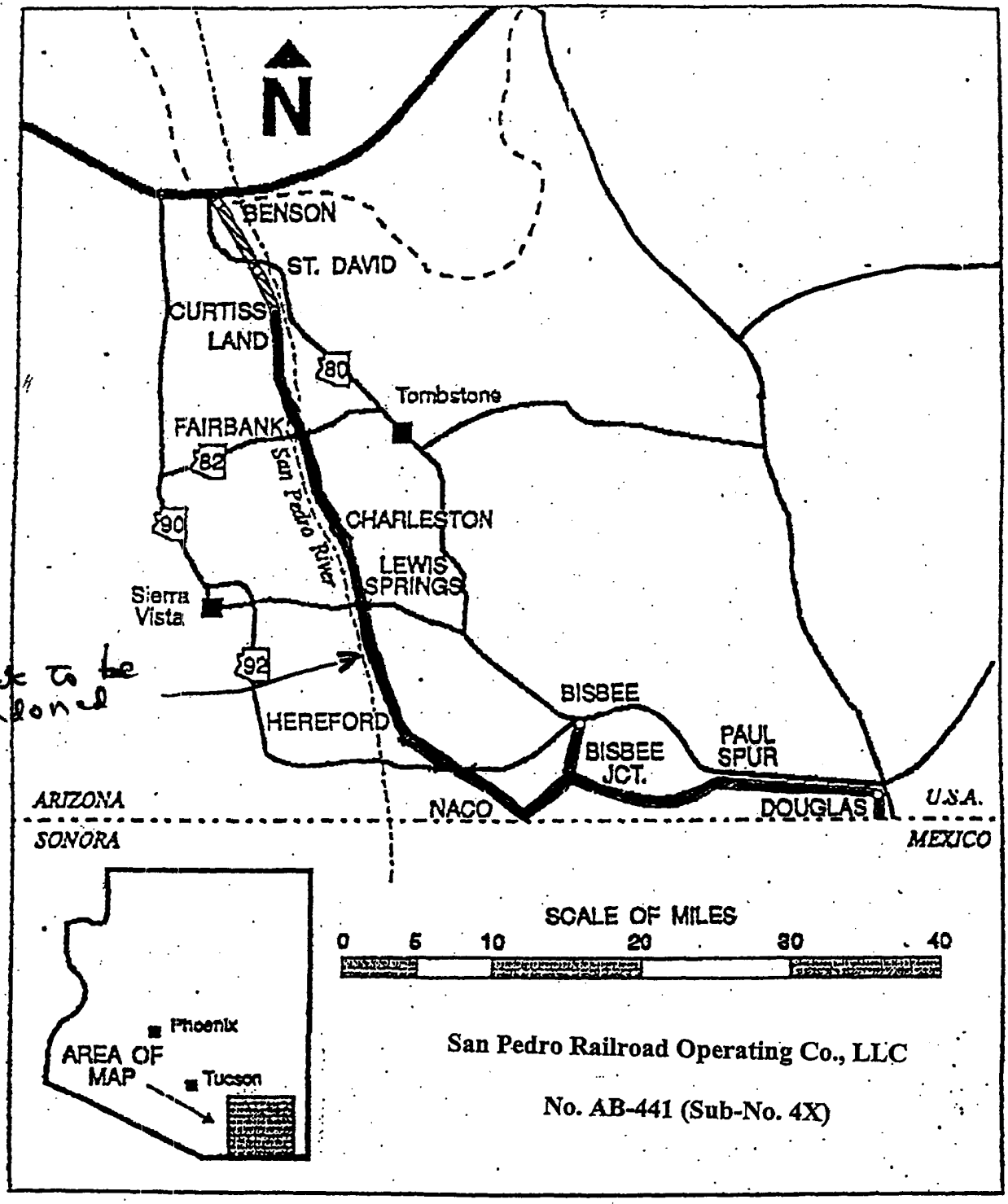

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ST. DAVID
CURTISS
LAND
80
Tombstone
FAIRBANK
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San Pedro River
90
CHARLESTON
LEWIS
SPRINGS
Sierra
Vista
92
track to be
abandoned
HEREFORD
BISBEE
BISBEE
JCT.
PAUL
SPUR
ARIZONA
SONORA
NACO
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Phoenix
AREA OF
MAP
Tucson
San Pedro Railroad Operating Co., LLC
No. AB-441 (Sub-No. 4X)

EXHIBIT B

Combined Environmental and Historic Report

(Separate Document)

EXHIBIT C

DRAFT FEDERAL REGISTER NOTICE

STB No. AB-1081X

NOTICE OF PETITION FOR EXEMPTION TO
DISCONTINUE SERVICE AND ABANDON

On October 17, 2005, San Pedro Railway Operating Company, LLC (SPROC) filed with the Surface Transportation Board, Washington, D.C. 20423, a petition for exemption for the abandonment of (and discontinuance of service on) a line of railroad in Cochise County, AZ. The subject line includes the segment of railroad designated as the Bisbee Branch, which extends between milepost 1085.0 at Bisbee Junction, AZ, and milepost 1090.6 at Bisbee, AZ, a distance of 5.6 miles. The subject line also includes segments of the Douglas Branch, including the line of railroad between milepost 1097.3 near Paul Spur, AZ, and milepost 1106.5 near Douglas, AZ, a distance of 9.2 miles; the line of railroad extending between milepost 1055.8 near Charleston, AZ, and milepost 1097.3 near Paul Spur, AZ, a distance of 41.5 miles; and the line of railroad extending between milepost 1040.15 near Curtiss, AZ, and milepost 1055.8 near Charleston, AZ, a distance of 19.9 miles. The entire subject line traverses through United States Postal Service ZIP Codes 85602, 85603, 85607, and 85615. The subject line has no stations.

The subject line does not contain federally granted rights-of-way. Any documentation in the railroad's possession will be made available promptly to those requesting it.

The interests of railroad employees will be protected by the conditions imposed in *Oregon Short Line R. Co.—Abandonment—Goshen*, 360 I.C.C. 91 (1979).

Any offer of financial assistance will be due no later than 10 days after service of a decision granting the petition for exemption.

All interested persons should be aware that following abandonment of rail service and salvage of the line, the line may be suitable for other public use, including interim trail use.

Any request for a public use condition and any request for trail use/rail banking will be due no later than 20 days after the

notice of the filing of the petition for exemption is published in the Federal Register.

Persons seeking further information concerning abandonment procedures may contact the Surface Transportation Board or refer to the full abandonment or discontinuance regulations at 49 CFR part 1152. Questions concerning environmental issues may be directed to the Board's Section of Environmental Analysis.

An environmental assessment (EA) (or environmental impact statement (EIS), if necessary) prepared by the Section of Environmental Analysis will be served upon all parties of record and upon any agencies or other persons who commented during its preparation. Any other persons who would like to obtain a copy of the EA (or EIS) may contact the Section of Environmental Analysis. EAs in these abandonment proceedings normally will be made available within 60 days of the filing of the petition. The deadline for submission of comments on the EA will generally be within 30 days of service.

EXHIBIT D

PUBLIC VERSION

VERIFIED STATEMENT OF DAVID PARKINSON
CHAIRMAN AND CHIEF FINANCIAL OFFICER
ARIZONA RAIL GROUP

My name is David Parkinson. I am Chairman and Chief Financial Officer of Arizona Rail Group, which owns the San Pedro Railroad Operating Company (SPROC). I am the same person who previously testified in support of the Petition for Exemption for abandonment authority that SPROC had filed on June 6, 2005 in STB Docket No. AB-441 (Sub-No. 4X). The following is my verified statement of facts supporting this Petition for Exemption for abandonment filed by SPROC.

By way of background, SPROC purchased all of railroad assets of SWKR Operating Co. Inc. (SWKR) in 2003. Those assets included a line of railroad extending from Benson, through Curtiss, to Paul Spur and Douglas, with a branch from Bisbee Jct. to Bisbee, all in the State of Arizona. Our intention in acquiring this railroad was to reconnect it with the Mexican railroad, FerroMex, on the other side of the United States/Mexico border in the vicinity of Naco, AZ. At the time, we felt that this connection would present a good opportunity for developing the substantial and growing trans-border, NAFTA-related traffic. Unfortunately, we were unsuccessful in persuading FerroMex to restore this gateway for trans-border traffic.[1] Without that international overhead traffic, the amount of local traffic on the line south of Curtiss is insufficient to sustain continued operations. Accordingly, I had no choice but to seek authority from the Surface Transportation Board (STB) to abandon the subject line south of Curtiss.

[1] I am submitting with this statement as Attachment 1 email correspondence dated January 25, 2005, from Ferromex's Regelio Velez Lopez de la Cerda clearly stating that his company does not desire to reestablish the Naco cross border gateway due to inadequate anticipated traffic levels.

Our acquisition of the subject rail line through SPROC really represents the last of many efforts to resuscitate it. The line originally formed one of two parallel mainlines of the former Southern Pacific Railroad (SP) across Arizona. Faced with inadequate traffic levels, SP eventually abandoned the line east of its present southern terminus at Douglas and leased and sold the portions between Benson and Douglas (including the Bisbee Branch) to SWKR, then a subsidiary of Kyle Railways, Inc., a former short line railroad holding company. Thereafter, the SWKR sought and obtained authority to abandon the Bisbee Branch, the segment from Paul Spur to Douglas, and the segment from Charleston to Paul Spur. After Kyle itself was acquired by StatesRail, Inc. (StatesRail), another short line holding company, RailAmerica, Inc. (RailAmerica), in turn acquired control of StatesRail, and initially tried to develop business on the line. Subsequently, RailAmerica sought and obtained STB authority in 2003 to abandon the rest of the subject rail line from Curtiss to Charleston. SPROC purchased all of the SWKR properties in November 2003, with the intention of operating service over the line from Curtiss to Paul Spur under the name San Pedro Railroad Operating Company, LLC, d/b/a San Pedro & Southwestern Railroad (collectively SPROC).

SPROC did not initiate service south of Curtiss for almost a year after purchase. SPROC's inspection of the subject railroad revealed the numerous segments that required substantial investment before service could resume. Accordingly, SPROC spent approximately $250,000 on track, right of way, and bridge repairs between August and October 2004 before it could even turn a wheel south of Curtiss. Attachment 2 provides an itemized breakdown of that rehabilitation work.

During SPROC's first year of operation (between October 15 and December 31, 2004), the railroad carried 82 carloads of freight over the subject line, consisting of inbound coal and coke for the only active customer, Chemical Lime Company (Chemical Lime), to its plant located at the end of the line at Paul Spur. For the year to date through June 16, 2005, SPSR carried 190 carloads of inbound coal and coke for Chemical Lime. I submit as Attachments 3 and 4, respectively, a table that documents by commodity and by month all traffic handled over the subject line between date of acquisition and the current date and the financial results of handling that traffic.

SPROC conducted freight operations over the entire line between Benson and Paul Spur at a frequency of one train per week, round trip until June 16, 2005, when SPROC was forced at the direction of the Federal Railroad Administration (FRA) to embargo the subject line and to suspend operations below milepost 1044.4 due to an unsafe bridge. SPROC's usual train consisted of one GP-9 locomotive hauling 8 to 10 carloads of freight. Since SPROC acquired the line in 2003, it has not provided any service over the Bisbee Branch or on the Douglas Branch beyond Paul Spur as there were no customers and no demand for service.[2] Other than handling inbound coal and coke for Chemical Lime, SPROC has carried no freight on the line south of Curtiss. Ample motor carrier service is available to meet the needs of Chemical Lime and any other potential rail users.[3] Local copper mining and smelting activities, which traditionally provided much of the local freight business, ceased some years ago. Immediately, upon its acquisition, SPROC initiated marketing efforts by publishing and distributing a sales

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2 In fact, SWKR had removed the rail pursuant to its abandonment authority.

3 A list of available motor carriers and their office addresses is appended as Attachment 5 to this Statement.

brochure[4] to local and regional industrial, community, and governmental officials. Its marketing efforts received favorable press in the local media. SPROC met with local and regional community development representatives to publicize the railroad and its capabilities. Unfortunately, our efforts as well as those by local officials to attract new industry to the area were unsuccessful. I am unaware of any prospects for new rail shippers on the line.

In that regard, SPROC representatives periodically met or corresponded with Chemical Lime officials during 2004 and 2005 in an effort to discuss their needs for rail service and SPROC's traffic and revenue requirements. During our 2004 rehabilitation program we entered into a short term letter agreement with Chemical Lime whereby it paid SPROC's $2500 per month covering the eight month period from March through October 2004 in exchange for SPROC's agreement to keep the railroad in place from Bisbee Jct. to Paul Spur. A copy of that letter is submitted here as Attachment 7.[5] In our discussions with Chemical Lime that customer indicated that its traffic needs would approximate somewhere between 380 and 500 carloads annually. After our plans to reconnect the subject railroad with Ferromex at Naco fell through and our other marketing initiatives failed to produce any other rail customers on the line, we informed Chemical Lime by telephone on March 22, 2005, that we would be placing the subject line on a "System Diagram Map narrative" as the first step towards seeking abandonment authority. I am submitting a copy of that notice as Attachment 8. On June 14, SPROC and Chemical Lime officials including its Vice President of Business Development and Logistics, Mark Juszli, participated in a conference call where we informed them of the railroad's plan to embargo the line on account of the FRA's order to stop operating over a bridge at milepost

[4] A copy of SPROC's sales brochure is submitted as Attachment 6 to this Statement.

[5] While the text of the letter indicated that the agreement covered the 10 month period from March to December 2004, SPROC received only 8 payments covering the 8 month period from March until October 2004.

1044.4 enroute to Chemical Lime's plant at Paul Spur, some 53 miles further south. We advised Chemical Lime of its service options including the construction of a transload facility at either Benson or Curtiss. Nevertheless, we continued to talk and SPROC presented Chemical Lime with a detailed proposal for constructing a coal and coke transload facility in a letter from SPROC's CEO John Dugan to Chemical Lime's Thomas Hughes dated July 22, 2005, and appended to this statement as Attachment 9. The parties still communicate but have yet to resolve their differences.

Despite the minimal rehabilitation that SPROC performed in 2004 to restore the railroad to operation, it recognized that substantial additional work in excess of $1.4 million would be required to bring the railroad to a "good state of repair."[6] That work would have been necessary for and justified by the transborder traffic that would have resulted from reestablishing the SPROC-Ferromex connection. There is no way that the limited local traffic could justify such an investment.

On November 30, 2004, an Arizona Corporation Commission (ACC) track inspector performed a track and bridge inspection of the SPROC and voiced concern about the safety status of certain bridges, specifically the bridge at milepost 1044.4 [alternatively known as milepost 11.3]. ACC's inspector then returned with FRA inspectors to review the November 2004 bridge and track survey. The FRA issued a bridge inspection report with specific concerns about the bridge at MP 1044.4. On February 11, SPROC retained a qualified bridge engineering firm [Osmose Railroad Services, Inc. ("Osmose")] to inspect and prepare a work program to repair the bridge

[6] Attachment 10 presents a breakdown of the track, right of way, and bridge repair costs to restore the subject line to an FRA class I track standard. Most of the subject line is in an "excepted" track condition. Some of it is inoperable.

and on February 17, Osmose inspected the bridge with federal and state inspectors. Between March 10 and June 6, 2005, SPROC contracted with Osmose to undertake and complete a full bridge inspection of the railroad between Benson and Forrest, AZ, including a full engineering evaluation of the bridge at MP 1044.4 and for Osmose to meet with federal and state inspectors to debrief them on their inspection of the line including the bridge at MP 1044.4. Osmose advised SPROC that the bridge needed major work but that all conditions were priority 2 or higher, meaning that SPROC could continue to operate safely over the bridge. While Osmose determined that some of the bridges were satisfactory, it found most required attention including the span at milepost 1044.4. After Osmose provided SPROC with a letter report of its inspection with repair priorities, SPROC provided a copy of that report to the FRA. SPROC advised the FRA that all Priority 1 items (Urgent repairs) had been completed. The Osmose report dated June 6, 2005, estimated the total cost of urgent bridge repairs for all bridges on the subject line at $731,500 and for the bridge at milepost 1044.4 at $136,496. See, report summary submitted as Attachment 11 and Osmose bridge repair proposal dated June 10, 2005, for the milepost 11.3 bridge submitted as Attachment 12. SPROC is providing the Board with a full copy in a separate document identified as Exhibit I. After Osmose issued and forwarded to the FRA its formal report on June 6, 2005, the FRA bridge engineer contacted Osmose stating that its repair program was unsatisfactory.

On June 10, 2005, the FRA's Edward W. Pritchard[7] sent a letter to SPROC, received on June 13, stating that the bridge at milepost 1044.4 presented an unacceptable safety risk and recommending that the railroad cease operations over it immediately pending repairs. Although SPROC tried to persuade FRA to allow continued rail operations over the bridge while it was

[7] Director of Office of Safety Assurance and Compliance

being repaired, the FRA insisted that operations stop. Otherwise, it threatened to shut down operations over the bridge. Copies of the FRA's letter and the AAR embargo notice dated June 16, 2005, and a renewal notice dated September 22, 2005 are submitted here as Attachments 13-15.

In August 2005, the subject railroad experienced yet more damage when heavy rains flooded substantial segments of the line between milepost 1061.9 (old milepost 33) and milepost 1077.9 (old milepost 49), with repairs estimated to cost $56,346. SPROC submits pictures of this damage and an estimate of the repair work and costs prepared by Mountain States Contracting, Inc., as Attachment 16.

Before concluding my statement, I want to note that I thoroughly reviewed each of the several submissions made by Chemical Lime and its counsel in response to SPROC's first petition for exemption and want to set the record straight on certain of their assertions.

Chemical Lime assertion #1, SPROC terminated rail service without Board authorization on June 16, 2005:

SPROC reply: While I'll leave the legalities of my response to counsel, the fact is that SPROC terminated service at the FRA's insistence. We would have preferred to continue service and maintain our revenue stream while making essential bridge repairs. Once we were forced to terminate service, we followed accepted industry practice by filing an embargo notice with the AAR in addition to prosecuting our previous abandonment request. See Attachments 13-15

Chemical Lime assertion #2, that SPROC has not provided Chemical Lime with a proposal to build a transload facility and has provided only a token response to Chemical Lime's request for a written proposal detailing as to how it would offset Chemical Lime's financial damages:

SPROC reply: On July 22, 2005, as noted above, SPROC provided Chemical Lime with a detailed proposal to build a transload facility. As to the second matter, SPROC thought it made a good faith effort to lessen Chemical Lime's damages when it offered in a letter dated June 30, 2005, to Mark Juszli to return the $50,000, representing Chemical Lime's monthly payments to keep the track in place and the money spent rehabilitating the industry track at the Paul Spur plant. A copy of that letter is submitted as Attachment 17.

Chemical Lime assertion #3, that the harm to Chemical Lime from this abandonment outweighs the harm to SPROC from continued operations:

SPROC Reply: While SPROC's counsel has said that Chemical Lime's statement mischaracterizes the applicable law, the fact is that SPROC has and will continue to experience severe financial harm absent abandonment authority. In its previous filings, Chemical Lime suggested that SPROC's operation of the subject rail line has been marginally profitable. Chemical Lime, Statement in Opposition dated July 14, 2005, at pages 5-8. That statement woefully ignores the evidence presented here. A reading of the verified statement of SPROC's cost witness Robert Finley, submitted as Exhibit E, shows that the railroad has experienced an avoidable loss of $251,410 for the Base Year and will experience an avoidable loss of $297,730 for the Forecast Year. I have shown through testimony here and various attachments that the cost of restoring the railroad to a "good state of repair" exceeds $1.4 million for track and bridge work. Even the minimum cost of service restoration including repairing the bridge at milepost

1104.4 and fixing the washed out track is running about $190,000. See Attachments 12 and 16. And under Board precedent, SPROC is entitled to a return on investment, what the Board calls its "opportunity cost." Mr. Finley calculates this figure at $19,994. See Exhibit E at page 12.

Chemical Lime assertion #4, that SPROC has provided no basis for its valuation of the subject line or rehabilitation costs:

SPROC Reply: SPROC submits as Exhibit F an updated version of the appraisal of track and structures originally prepared by Kenneth Young along with his verified statement explaining his valuation method. Mr. Young believes that these assets have a net liquidated value of $5,400,000. In addition, SPROC submits as Exhibit G with the confidential version of this statement a copy of a current written offer prepared by a well known supplier of rail and other track materials. That offer assigns a net liquidation value of $_____ to these materials. For the real estate, I have placed a net liquidated value of $347,875 for those 1265 acres of real estate comprising the right of way held in fee. Consistent with Board precedent, I have assigned no value to parcels subject to reversion. In order to compute the real estate value, I took the total number of acres held in fee (1265) and multiplied them by an across the fence valuation of comparable property in this area of southern Arizona at $275 per acre.[8] I then applied several Board-accepted assumptions to obtain a net figure for the real estate. First, I determined that the value should be discounted by 8% adjustment reflecting sales costs including advertising and brokerage fees. Second, I assumed that sale of the right of way would take at least three years. Finally, I assumed that 10% would never sell. Adjusting the value of the parcels held in fee under these assumptions produces a right of way value of $247,436 and a total line value of $5,647,436.

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[8] I relied on a per acre "across the fence valuation" performed by a local real estate agent. A copy of that evidence is submitted as Attachment 18.

Regarding evidence of necessary track and bridge rehabilitation costs, I refer back to my reply to Chemical Lime assertion #3 and the attachments cited there.

Chemical Lime assertion #5, that SPROC has provided no evidence indicating whether the $22,500 to paid it as a fee to keep the line in place during 2004 was included in its 2004 revenues:

SPROC Reply: First, as noted earlier, the correct amount of money paid to SPROC by Chemical Lime was $20,000 over an eight month period. SPROC submits as Attachment L (confidential version only) monthly financial statements for 2004 reflecting the receipt of the $20,000 in monthly payments (included in the figure "revenue other").

In conclusion, I believe that the testimony and information presented here clearly shows that this abandonment meets the Board's statutory "public convenience and necessity" test for approval in that it has experienced and, if this abandonment request is denied, will continue to experience significant financial losses from operating the subject line, the line requires immediate and substantial track and bridge rehabilitation work beyond SPROC's financial ability and not justified by current or foreseeable traffic, that the sole customer's use of the line has been limited, that this customer has other transportation alternatives available, and that the rural and community impact of abandonment will be insignificant. Moreover, for the reasons set forth in its Petition, I believe that this minor transaction qualifies for an exemption under the ICC Termination Act. Accordingly, I request that the Board expeditiously grant this abandonment Petition for Exemption.

VERIFICATION

STATE OF CALIFORNIA

CITY OF NAPA

DAVID L. PARKINSON being duly sworn according to law, hereby deposes and states that he is authorized to make the Verification, has read the foregoing document, and knows the facts asserted therein are true and accurate as stated, to the best of his knowledge, information, and belief.

David L. Parkinson

Subscribed and sworn to before me, a Notary Public, in and for the City of _____ in the State of _____, this _____ day of _____.

See Attached CA Jurat
Notary Public

My Commission expires:

_____

CALIFORNIA JURAT WITH AFFIANT STATEMENT

State of California

County of Napa } ss.

☒ See Attached Document (Notary to cross out lines 1–6 below)
☐ See Statement Below (Lines 1–5 to be completed only by document signer[s], *not* Notary)

1 _____
2 _____
3 _____
4 _____
5 _____
6 _____

Signature of Document Signer No. 1 _____ Signature of Document Signer No. 2 (if any)

Subscribed and sworn to (or affirmed) before me on this

10 (Date) day of October (Month), 2005 (Year), by

(1) David L. Parkinson (Name of Signer),

☐ Personally known to me
☒ Proved to me on the basis of satisfactory evidence to be the person who appeared before me (.) (,)

(and

(2) _____ (Name of Signer),

☒ ~~Personally known to~~ me
☐ Proved to me on the basis of satisfactory evidence to be the person who appeared before me.)

AQUIL ABDULLAH
COMM. # 1505018
NOTARY PUBLIC – CALIFORNIA
NAPA COUNTY
My Comm. Expires AUG 01, 2008

Aquil Abdullah
Signature of Notary Public

Place Notary Seal Above

OPTIONAL

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RIGHT THUMBPRINT OF SIGNER #1	RIGHT THUMBPRINT OF SIGNER #2
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ATTACHMENT 1

Date: Tue, 25 Jan 2005 16:38:07 -0600
From:
To:
Subject: Re: Your Nov. 15 communication

Dave:
For you to get an idea, our weakest gateway is Mexicali/Calexico, where we interchange close to 10,000 cars annually. This gateway had a very significant increase in 2004 with 34%. At one time, we were considering closing this gateway because of the low volume but after last year's increase we think we can further develop this border. The next border, Nogales, interchanged almost 46,000 cars in 2004.
I think that it is a good idea to liquidate the land that connects to our track in Naco. I anticipate that there will be problems to open the gateway there and would be easier to get government's approval farther out from the city.
I hope the above gives you a better idea. Let's keep in touch.
Regards,
Rogelio

dave@arizonarg.com wrote:

> Rogelio: Thank you for the status report. Of course, we are disappointed that
>FerroMex cannot move ahead with Naco at this point. I have two questions that
>will help our future efforts:
> 1. What approximate level of traffic would it take to interest FerroMex in
>reopening the Naco Crossing?
> 2. Given the current situation we will likely liquidate the property on the US
>side of the border leading to your rails in the center of Naco. That still
>leaves us the option to connect east of Naco, which is more politically
>acceptable should we wish to pursue the crossing in the future. Are you ok with
>that? Best Reards, Dave
>
>Quoting Rogelio Velez Lopez de la Cerda <rvelez@ferromex.com.mx>:
>
>
>
>>Dave:
>>At this time, we are not considering the opening of a new gateway at
>>Naco because the potential volume does not justify investment and
>>operating expenses. As you may know, we have just reopened that gateway
>>at Ojinaga/Presidio to begin interchanges with the Texas Pacific and
>>until we determine success we will not consider another gateway.
>>Apache has been in touch with us and we are trying to resolve their
>>problems with UP. I have meetings with UP on Jan. 25 and this item is in
>>the agenda.
>>I understand that this decision is not what you are expecting but at
>>this time this is our position. Let's keep in touch and with an open
>>mind to opportunities.
>>Best regards,
>>Rogelio
>>
>>dave@arizonarg.com wrote:
>>
>>
>>

ATTACHMENT 2

MOUNTAIN STATES CONTRACTING

6813 W. Frier Drive
Glendale, Arizona 85303
(623) 842-0743 Fax (623) 842-0944
800-827-0743

October 13, 2005

Mr. David L. Parkinson
ARIZONA RAILROAD GROUP, LLC
1109 Jefferson St.
Napa, CA 94559

Dear Dave,

Listed below is a description of repairs and maintenance performed by Mountain States Contracting on the San Pedro Southwestern Railway.

BRIDGE - UPGRADE WORK			**$ 16,969.24**
	Labor	$ 11,645.50	
	Equipment	$ 2,944.60	
	Materials	$ 2,379.14	
TRACK - UPGRADE WORK			**$ 31,459.02**
Regaging Curves, cleaning drainage, etc.			
	Labor	$ 19,171.00	
	Equipment	$ 11,740.30	
	Materials	$ 547.72	
BALLAST	1,500 Tons		**$ 21,000.00**
TIES	1,750 relay, 150 new		**$ 120,791.74**
	Labor	$ 45,802.76	
	Equipment	$ 43,927.60	
	Material	$ 31,061.38	
TRACK SURFACE	24,800 TF		**$ 27,280.00**
HY-RAIL TRUCK	1999 Chev. 4x4, Ext. Cab		**$ 21,500.00**
GEOMETRY CAR	Holland TrakStar		**$ 11,000.00**
TOTALS			**$ 250,000.00**

Sincerely,

Vern VanDeLoo
President, Mountain States Contracting

ATTACHMENT 3

SAN PEDRO RAIL OPERATING COMPANY

AB-1081X
Attachment 3

Carloads and Revenue

SPROC

	Carloads	Revenue
Oct-04	104	$ 36,920
Nov-04	156	55,380
Dec-04	153	54,315
Jan-05	102	40,434
Feb-05	153	57,834
Mar-05	106	41,202
Apr-05	123	49,125
May-05	100	38,070
Jun-05	121	45,546
Jul-05	102	38,076
Aug-05	85	31,495
Sep-05	105	39,656
Total	1,410	528,053

Douglas Branch

	Carloads	Revenue
Oct-04	19	11210
Nov-04	40	23600
Dec-04	23	13570
Jan-05	42	26334
Feb-05	33	20691
Mar-05	33	20691
Apr-05	26	16302
May-05	45	27619
Jun-05	11	6897
Jul-05	0	0
Aug-05	0	0
Sep-05	0	0
Total	272	166,914

Douglas Branch - Base Year

	Carloads			Revenue		
	Coal	Coke	Total	Coal	Coke	Total
Oct-04	10	9	19	5,900	5,666	11,566
Nov-04	19	21	40	11,210	13,220	24,430
Dec-04	0	23	23	-	14,479	14,479
Jan-05	26	16	42	15,340	10,072	25,412
Feb-05	15	18	33	8,850	11,331	20,181
Mar-05	10	33	43	5,900	20,774	26,674
Apr-05	10	17	27	5,900	10,702	16,602
May-05	10	35	45	5,900	22,033	27,933
Jun-05	13	22	35	7,670	13,850	21,520
Jul-05	13	22	35	7,670	13,850	21,520
Aug-05	13	22	35	7,670	13,850	21,520
Sep-05	13	22	35	7,670	13,850	21,520
Total	152	260	412	89,680	163,676	253,356

Douglas Branch - Forecast Year

	Carloads			Revenue		
	Coal	Coke	Total	Coal	Coke	Total
Oct-04	13	22	35	7,670	13,850	21,520
Nov-04	13	22	35	7,670	13,850	21,520
Dec-04	13	22	35	7,670	13,850	21,520
Jan-05	13	22	35	7,670	13,850	21,520
Feb-05	13	22	35	7,670	13,850	21,520
Mar-05	13	22	35	7,670	13,850	21,520
Apr-05	13	22	35	7,670	13,850	21,520
May-05	13	22	35	7,670	13,850	21,520
Jun-05	13	22	35	7,670	13,850	21,520
Jul-05	13	22	35	7,670	13,850	21,520
Aug-05	13	22	35	7,670	13,850	21,520
Sep-05	13	22	35	7,670	13,850	21,520
Total	156	264	420	92,040	166,194	258,234

ATTACHMENT 4

San Pedro Southwestern Railroad
Profit & Loss

	Oct 04-May 05	Base Year[1]	Forecast Year
Ordinary Income/Expense			
Income			
Revenue			
Revenue-Union Pacific	531,446.00	797,169.00	797,169.00
Revenue-Lease Income	352.11	528.17	528.17
Revenue-Other	55,331.03	82,996.55	59,496.55
Total Revenue	587,129.14	880,693.72	857,193.72
Total Income	587,129.14	880,693.72	857,193.72
Expense			
Administration			
Salaries-Adm	21,065.66	31,598.49	31,598.49
Employee Fringe-Adm	1,553.56	2,330.34	2,330.34
Payroll Taxes & RRB-Adm	4,468.69	6,703.04	6,703.04
Gas and Auto Expense-Adm	618.68	928.02	928.02
Total Administration	27,706.59	41,559.89	41,559.89
Transportation			
Salaries-Trans	111,092.32	166,638.48	166,638.48
Employee Fringe-Trans	17,157.57	25,736.36	25,736.36
Payroll Taxes & RRB-Trans	21,859.11	32,788.67	32,788.67
Automobile Expense-Trans	5,616.09	8,424.14	8,424.14
Gas/Oil	70.50	105.75	105.75
Car Accounting	4,079.96	6,119.94	6,119.94
Car Hire	(15,966.21)	(23,949.32)	(23,949.32)
Locomotive Lease	7,000.00	10,500.00	10,500.00
Locomotive Expense	5,407.64	8,111.46	8,111.46
Locomotive Fuel	31,313.25	46,969.88	46,969.88
Locomotive Maintenance	15,261.83	22,892.75	22,892.75
Damaged Cargo	2,349.92	3,524.88	3,524.88
Derailment Expense	6,306.30	9,459.45	9,459.45
Freight Expense	1,076.94	1,615.41	1,615.41
Safety	1,932.34	2,898.51	2,898.51
Total Transportation	214,557.56	321,836.36	321,836.36
Maintenance Of Way			
Railroad Equipment	799.15	1,198.73	1,198.73
Bridge Inspection	1,141.83	1,712.75	1,712.75
Railroad Repair	23,362.68	35,044.02	35,044.02
Crossing Material	130.62	195.93	195.93
Signal Maintenance	6,488.00	9,732.00	9,732.00
Equipment Repairs	73.97	110.96	110.96
Maintenance Of Way - Capital	662.37	993.56	993.56
Total Maintenance Of Way	32,658.62	48,987.95	48,987.95

San Pedro Southwestern Railroad
Profit & Loss

	Oct 04-May 05	Base Year[1]	Forecast Year
Overheads			
Accounting Fees	15,000.00	22,500.00	22,500.00
Professional Fees	697.81	1,046.72	1,046.72
Legal Fees	18,277.87	27,416.81	27,416.81
Bank Service Charges	1,846.69	2,770.04	2,770.04
Property Taxes	50,979.91	76,469.87	76,469.87
Sales Taxes	3,395.66	5,093.49	5,093.49
Federal Excise Tax	901.91	1,352.87	1,352.87
Building Repairs	44.43	66.65	66.65
Office Supplies	1,566.24	2,349.36	2,349.36
Computer Supplies	491.49	737.24	737.24
Contributions	89.50	134.25	134.25
Meals	542.84	814.26	814.26
Entertaining	1,449.53	2,174.30	2,174.30
Lodging	1,465.32	2,197.98	2,197.98
Travel	1,286.19	1,929.29	1,929.29
Drug Testing	109.00	163.50	163.50
Dues and Subscriptions	2,298.14	3,447.21	3,447.21
Automobile Insurance	1,554.75	2,332.13	2,332.13
Liability Insurance	23,841.67	35,762.51	35,762.51
Licenses and Permits	103.33	155.00	155.00
Office Maintenance	536.74	805.11	805.11
Office Repairs	230.05	345.08	345.08
Postage	298.19	447.29	447.29
Postage and Delivery	763.20	1,144.80	1,144.80
Advertising	90.00	135.00	135.00
Printing	144.01	216.02	216.02
Internet Service	440.20	660.30	660.30
Telephone	6,514.08	9,771.12	9,771.12
Gas and Electric	1,645.80	2,468.70	2,468.70
Sewage	675.58	1,013.37	1,013.37
Uniforms	1,242.36	1,863.54	1,863.54
Miscellaneous	630.89	946.34	946.34
Total Overheads	139,153.38	208,730.15	208,730.15
Total Expense	414,076.15	621,114.35	621,114.35
Net Ordinary Income	173,052.99	259,579.37	236,079.37

SAN PEDRO RAIL OPERATING COMPANY
DOUGLAS BRANCH
Curtiss, AZ (MP7.0) to Paul Spur, AZ (MP67.9)

San Pedro Southwestern Railroad
Profit & Loss

	Oct 04-May 05	Base Year[1]	Forecast Year
Other Income/Expense			
Other Income			
Other Income			
Misc	568.00	852.00	852.00
Total Other Income	568.00	852.00	852.00
Total Other Income	568.00	852.00	852.00
Other Expense			
Interest Expense			
Finance Charge	507.03	760.55	760.55
Loan Interest	57,407.93	86,111.90	86,111.90
Interest Expense - Other	237.26	355.89	355.89
Total Interest Expense	58,152.22	87,228.33	87,228.33
Other Expenses			
Amortization	(9,797.32)	(14,695.98)	(14,695.98)
Depreciation	75,456.79	113,185.19	113,185.19
Misc Expense	0.00	0.00	0.00
Total Other Expenses	65,659.47	98,489.21	98,489.21
Total Other Expense	123,811.69	185,717.54	185,717.54
Net Other Income	(123,243.69)	(184,865.54)	(184,865.54)
Net Income	**$ 49,809.30**	**$ 74,713.84**	**$ 51,213.84**

[1] Actual for October-December 2004+January-May 2005 / 8 * 12

ATTACHMENT 5

List of trucking companies serving Curtiss to Douglas, AZ

Echo Trucking Company, Inc.
1601 S. State Route 80
Benson, AZ 85602
520-586-3945
520-586-2295 (Harrington/Ozella Trucking)

Maddux & Sons, Inc.
4000 N. Leslie Canyon Road
Douglas, AZ 85607
520-364-7564

Dunagan Trucking
410 E. Maley
Willcox, AZ 85643
520-384-4646

CTI, Inc.
1436 S. Apache Powder Road
St. David, AZ 85630
520-720-5600

Goodman Enterprises
321 N. Miller Lane
St. David, AZ 85630
520-720-4156

D. Fenn Enterprises, Inc.
P.O. Box 1980
Benson, AZ 85602
520-586-7420

ATTACHMENT 6

You're on the right track with...

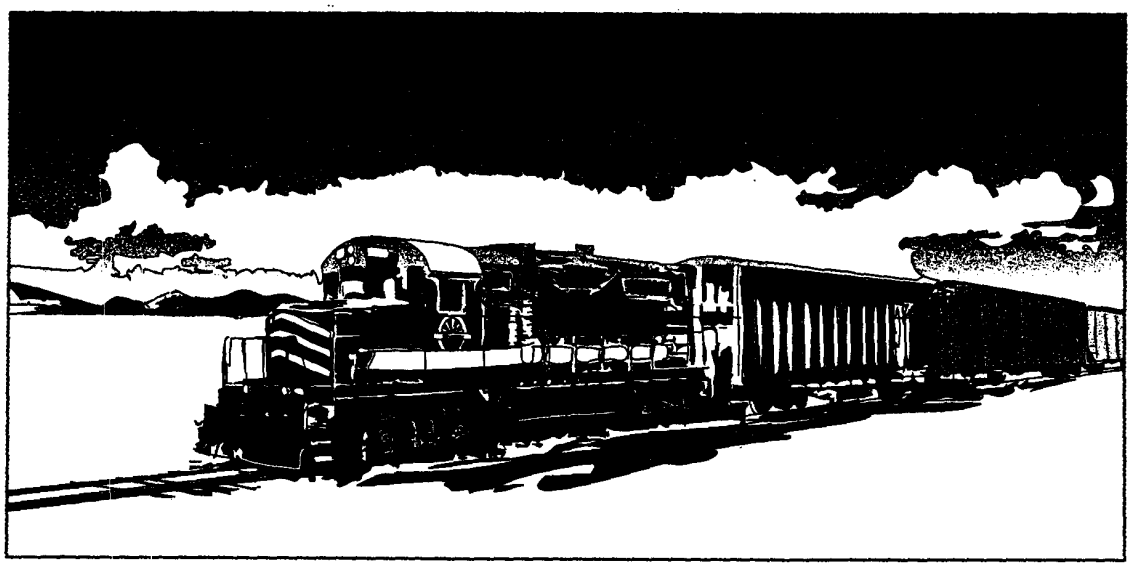
SAN PEDRO & SOUTHWESTERN

Pride of the Southwest

...Offering

– Rail-served industrial sites

– Rail / truck transload facilities



WELCOME TO THE SAN PEDRO & SOUTHWESTERN

San Pedro & Southwestern Railroad (SPSR) is based in Benson, AZ and operates 68 miles of track extending from a connection with Union Pacific's Chicago-Los Angeles main line at Benson to Paul Spur, near Douglas, AZ.

SPSR's headquarters and marketing office are located in Scottsdale. Operations and Customer Service are based at Benson, 35 miles from Tuscon—one of America's fastest growing urban areas.

In November 2003, SPSR was acquired from RailAmerica, Inc. by the Arizona Railroad Group, an Arizona-based railroad investment company headed by David Parkinson, founder and former chairman of the Arizona & California, California Northern, and Puget Sound & Pacific railroads.

OPERATIONS

Service is tailored to meet the needs of customers. San Pedro & Southwestern trains operate Monday through Saturday, connecting with the Union Pacific at Benson. Interchanges are coordinated with the UP to expedite shipments. Schedules can be adjusted to accommodate changes in traffic volume.

Freight equipment is supplied by Union Pacific and connecting railroads.

The railroad's main line is laid with heavy 112-to-132 lb. rail and can accommodate 286,000-lb. gross weight cars. SPSR has an annual maintenance plan to assure that track remains in good condition.

Union Pacific is responsible for all interline billing, pricing (other than local switch charges) and collection. Transportation records between the two carriers are exchanged via EDI and the Association of American Railroads Railink computer network.

CUSTOMER BASE

The railroad's chief sources of traffic are agricultural chemicals and copper-related products. SPSR works closely with local and state economic development organizations to attract new customers along its lines. Inquires should be directed to John Dugan, chief executive officer and chief marketing officer, (480) 281-1480.

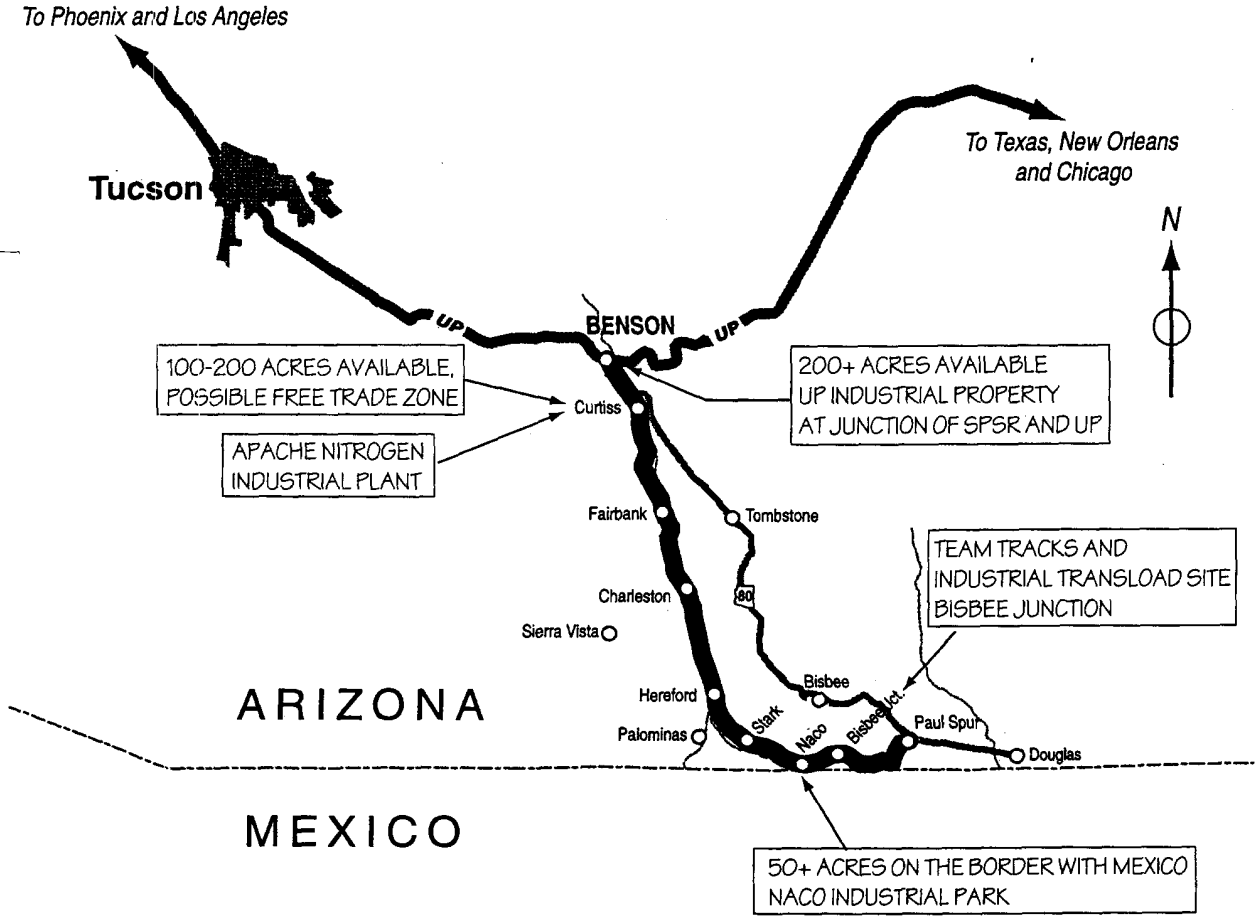
San Pedro & Southwestern Railroad

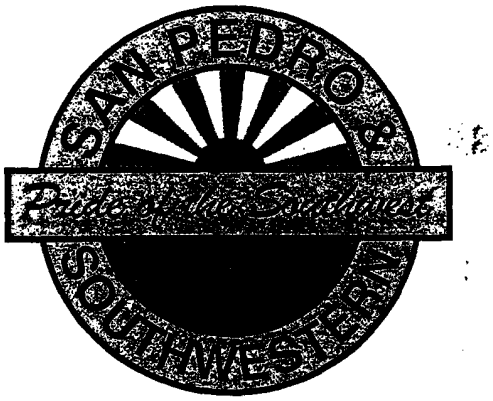
- **Rail-served industrial sites**
- **Rail / truck transload facilities**
- **Hands on, personalized service**
- **Rail-sized savings**
- **Growing markets: Arizona, California, Mexico**
- **Link to Union Pacific's Chicago-Los Angeles main line**
- **Great place to live and work**

San Pedro & Southwestern is based at Benson, AZ—35 miles from Tuscon and 150 miles from Phoenix—a major market with a population of five million and expected to grow another two million by the year 2020 to become the fourth largest metropolitan area in the U.S.

SPSR track at Naco is adjacent to the Mexican border and on a NAFTA route between Canada and the interior of Central Mexico.

SPSR has access to a number of attractive industrial development and transloading sites. Major markets within a 500 mile radius of Benson include Los Angeles, San Diego, Las Vegas and El Paso.





FOR MORE INFORMATION, CONTACT:

David L. Parkinson
Chairman and Chief Financial Officer
Arizona Railroad Group
1109 Jefferson Street
Napa, CA 94559

TEL: (707) 251-8673
FAX: (707) 251-8691
Cell: (707) 337-4614
E-mail: dave@arizonarg.com

John H. Dugan
Chief Executive Officer and Chief Marketing Officer
Arizona Railroad Group
15849 North 71st Street
Suite 100
Scottsdale, AZ 85254

TEL: (480) 281-1480
FAX: (480) 281-1580
Cell: (602) 538-4915
E-mail: john@arizonarg.com

CUSTOMER SERVICE

SAN PEDRO & SOUTHWESTERN RAILROAD
P. O. Box 1420
Benson, AZ 85602

TEL: (520) 586-2266
FAX: (520) 586-2999

ATTACHMENT 7

SAN PEDRO & SOUTHWESTERN RAILROAD

P.O. Box 1420
796 East Country Club Drive
Benson, AZ 85602
520-586-2266 Fax: 520-586-2999

June 1, 2004

Via Federal Express

Mr. Don Robinson
Vice President – Operations
Chemical Lime Company
3700 Hulen Street
Ft. Worth, Texas 76150

Dear Don:

This letter authorizes a short-term agreement between Chemical Lime Company and the San Pedro & Southwestern Railroad (SPSR) concerning our rail line between Bisbee Junction, Arizona and Paul Spur, Arizona, a distance of approximately 11.5 miles.

In consideration for maintaining this rail segment in place without benefit of rail freight traffic, Chemical Lime agrees to pay the San Pedro & Southwestern Railroad a fee of $2,500.00/month for the period from March 1, 2004 through December 31, 2004, a period of ten months. San Pedro & Southwestern agrees to keep the line intact in its present status during that period.

Assuming that Chemical Lime will reopen the Paul Spur mill and that the mill will use solid fuel in the form of rail transported coal and coke, we agree to negotiate a mutually acceptable new rail transportation agreement similar to the one between Chemical Lime and the San Pedro & Southwestern Railroad dated October 20, 1998.

An invoice for the period of March 1 through May 31, 2004 for the maintenance fee is enclosed. The SPSR will invoice you monthly hereafter for the balance through December 31, 2004.

If you concur with this agreement, please sign and return one copy of it along with the March- May fee.

We look forward to a productive and mutually beneficial business relationship. Thank you for your assistance.

Sincerely,

David L. Parkinson
Chairman

cc: John Dugan, ARG

Accepted and agreed to this 4th day of June, 2004.

Chemical Lime Company

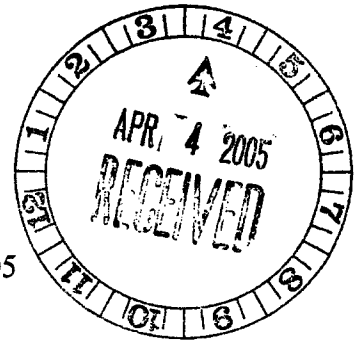
By: Don Robinson

Title: V. P. Operations

ATTACHMENT 8

JOHN D. HEFFNER, PLLC
1920 N ST., N.W.
SUITE 800
WASHINGTON, D.C. 20036
(202) 263-4180
FAX (202) 296-3939
j.heffner@verizon.net

STAMP & RETURN



BY HAND

April 4, 2005

Honorable Vernon A. Williams
Surface Transportation Board
1925 K Street, N.W.
Washington, D.C. 20423-0001

RE: San Pedro Railroad Operating Company, LLC—Abandonment, STB Docket No. AB-441 (Sub-No. 4X), System Diagram Map.

Dear Mr. Williams:

On behalf of San Pedro Railroad Operating Company (SPROC), a class III short line rail carrier, and pursuant to the Board's regulations at 49 CFR 1152.12, I am enclosing for filing in the above-captioned docket three copies of its System Diagram Map narrative.

Consistent with the Board's regulations, Applicant is simultaneously filing a copy of this narrative upon the Governor, the Arizona Corporation Commission, and the Arizona State Clearinghouse which is the designated state agency for the State of Arizona.

Applicant has satisfied the Board's publication and posting requirements and is enclosing three copies of its affidavit of service and publication along with attached newspaper publication notices.

Please date stamp and return one copy of this letter for our files.

Sincerely yours,

John D. Heffner

Enclosures:

cc: David Parkinson
State agency parties

NOTICE OF SAN PEDRO RAILROAD OPERATING COMPANY, LLC RAIL LINE CATEGORY 1 DESIGNATION

STB Docket No. AB-441 (Sub-No. 4X)

In STB Docket No. AB-441 (Sub-No. 4X), San Pedro Railroad Operating Company, LLC (SPROC) has filed with the Surface Transportation Board ("STB") a narrative description of the following rail line which SPROC intends will be the subject of an abandonment or discontinuance application and/or abandonment or discontinuance petition for exemption to be filed within a three-year period following the date upon which the subject narrative is filed with the STB:

Line Description

1. Category: The rail lines that are the subject of this notice are to be designated as **Category 1** because they are planned to be the subject of an abandonment or discontinuance application or petition for exemption to be filed with the STB within three years of the date of the filing of this notice and narrative with the STB. See, 49 CFR §1152, et seq. (generally) and 49 CFR 1152 Subpart B (specifically).

2. Mileposts and Carrier's Designation for the lines:

(1) The subject lines include the line of railroad designated as the Bisbee Branch, which extends between milepost 1085.0 at Bisbee Junction, AZ, and milepost 1090.4 at Bisbee, AZ, a distance of 5.6 miles.[1]

---

[1] There are some milepost discrepancies. SPROC is using the milepost designations utilized in connection with its acquisition of the subject rail properties in STB FD No. 34430, San Pedro Railroad Operating Company, LLC-Acquisition and Operation Exemption-SWKR Operating Company (decision served November 21, 2003) and the previous petition for abandonment of a portion of the subject rail properties, STB Docket AB-441 Sub-No. 3X, SWKR Operating Co.-Abandonment Exemption-In Cochise County, AZ (decisions served Dec. 17, 2003 and Nov. 4, 2003).

(2) The remaining line segments are collectively designated as the Douglas Branch and include the line of railroad extending between milepost 1097.3 near Paul Spur, AZ, and milepost 1106.5 near Douglas, AZ, a distance of 9.2 miles; the line of railroad extending between milepost 1055.8 near Charleston, AZ, and milepost 1097.3 near Paul Spur, AZ, a distance of 41.5 miles; and the line of railroad extending between milepost 1040.15 near Curtiss, AZ, and milepost 1055.8 near Charleston, AZ, a distance of 19.9 miles.[2]

3. State in which the line is located: All segments are located in the state of Arizona.

4. Counties in which the line is located: All segments are located in Cochise County, AZ.

5. Agency or terminal stations located on the line: The only station through which business is received or forwarded is the company's office at Benson, AZ.

SPROC will, at reasonable cost, furnish upon request of any interested person a copy of the above-described narrative.

---

[2] See, footnote 1. The milepost at Curtiss is alternatively identified as milepost 7.0. The milepost at Charleston is alternatively identified as milepost 26.9

Respectfully submitted, by

John D. Heffner
John D. Heffner, PLLC
1920 N Street, N.W.
Suite 800
Washington, D.C. 20036
(202) 263-4180

Counsel for San Pedro Railroad Operating Company, LLC

Dated:

PUBLIC NOTICE

NOTICE OF SAN PEDRO RAILROAD OPERATING COMPANY, LLC RAIL LINE CATEGORY 1 DESIGNATION STB Docket No. AB-441 (Sub-No. 4X)

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SPROC will, at reasonable cost, furnish upon request of any interested person a copy of the above-described narrative.

John D. Heffner
John D. Heffner, PLLC
1920 N Street, N.W.
Suite 800
Washington, D.C. 20036
(202) 263-4180
Counsel for San Pedro Railroad Operating Company, LLC

1 There are some milepost discrepancies. SPROC is using the milepost designations utilized in connection with its acquisition of the subject rail properties in STB FD No. 34430 San Pedro Railroad Operating Company, LLC-Acquisition and Operation Exemption-SWKR Operating Company (decision served November 21, 2003) and the previous petition for abandonment of a portion of the subject rail properties, STB Docket AB-441 Sub-No. 3X, SWKR Operating Co.-Abandonment Exemption-In Cochise County, AZ (decisions served Dec. 17, 2003 and Nov. 4, 2003).

2 See footnote 1. The milepost at Curtiss is alternatively identified as milepost 7.0. The milepost at Charleston is alternatively identified as milepost 26.9.

PUBLISH: March 29, 2005

))

AFFIDAVIT OF SERVICE AND PUBLICATION

OF

DAVID PARKINSON

David Parkinson, being duly deposed and sworn states as follows:

On MARCH 29, 2005, on behalf of San Pedro Railroad Operating Company, LLC, I did cause to be published in a newspaper of general circulation in each county containing a Category 1 line [49 CFR 1152.10(b)(1)] a notice which included the information required to be published by a Class III railroad pursuant to 49 CFR 1152 Subpart B. Copies of such newspaper publication, and other proof of publication, are attached to this affidavit. Furthermore, I have served copies of the "Notice of San Pedro Railroad Operating Company, LLC - Rail Line Category 1 Designation" upon all parties designated in the Board's regulations at 49 CFR 1152.12 and have posted it as required by 49 CFR 1152.12(c)(2).

FURTHERMORE, Affiant Sayeth Not.

David L. Parkinson

David Parkinson
Owner
San Pedro Railroad Operating Company, LLC

AFFIDAVIT OF PUBLICATION

STATE OF ARIZONA)
:ss.
COUNTY OF COCHISE)

KIMBERLY L. HICKS being first duly sworn, deposes and says: That (he) (she) is the Agent to the Publisher of the SIERRA VISTA HERALD and the BISBEE DAILY REVIEW newspapers printed and published six days a week in the County of Cochise, State of Arizona, and of general circulation in the cities of Sierra Vista and Bisbee, County of Cochise, State of Arizona and elsewhere, and thehereto attached

NOTICE OF SAN PEDRO
RAILROAD OPERATING
COMPANY, LLC RAIL
LINE CATEGORY 1
STB DOCKET NO.AB-441

was printed and published correctly in the regular and entire issue of said SIERRA VISTA HERALD and BISBEE DAILY REVIEW for 1 issues, that the first was made on the 29th day of MARCH 20 05 and the last publication thereof was made on the 29th day of MARCH 20 05 that said publication was made on each of the following dates, to wit:

03/29/05

Request of

SAN PEDRO & SOUTHWESTERN

Sierra Vista Herald
Bisbee Daily Review

By

Subscribed sworn to before me this 29th day of MARCH 20 05

JOAN HANCOCK
Notary Public - Arizona
Cochise County
My Comm. Expires May 21, 2008

Notary Public in and for the County of Cochise, Sate of Arizona

My Commission Expires:

5/21/08

ATTACHMENT 9

JOHN H. DUGAN
Chief Executive Officer and
Chief Marketing Officer

ARIZONA RAILROAD GROUP

14301 North 87th St., Suite 105
Scottsdale, AZ 85260
Phone: 480-607-2848
Fax: 480-607-1709
Cell: 602-538-4915
Email: john@arizonarg.com

July 22, 2005

Mr. Thomas Hughes
Distribution Manager
Chemical Lime Company
15333 North Pima, Suite 200
Scottsdale, AZ 85260

Dear Tom:

Referring to our recent conversation regarding the possibility of transloading coal and coke at Curtiss, Arizona from a transload location served by the San Pedro and Southwestern Railroad (SPSR).

As we discussed SPSR does not have a ready-made transload facility on property and would need to construct a facility. There are two (2) possibilities with each one of the two requiring a minimum of 90 plus days to construct. The 2 locations that might be developed are as follows:

(1) Track located on Apache Nitrogen Products property accessed off Apache Powder Road, Curtiss, AZ.
(2) Constructing a new track and transload facility at Curtiss, AZ on SPSR land.

The estimated cost associated with (1) The Apache Nitrogen site is as follows:

Installation of a Conveyor, Car-Shaker system, Concrete Pad, Environmental containment and run electrical. - #$90,000.00. (estimated)

(PROJECTED PER TON COST)

SPSR Rail Service – Benson to Curtiss, AZ.	$378.96 =	$ 3.79 ton
Use of Apache Nitrogen Products track and land -		$ 4.00 long ton.
@ Unloading from rail car to truck -		$ 2.25 long ton.
@ Truck Rate – Curtiss to Paul Spur, AZ.- *(Based on back haul)		$10.00 long ton.
Total cost per ton – Benson to Paul Spur, AZ from Apache site.		$20.04

Page (2)

The estimated cost associated with (2) – constructing a new track and transload facility on SPSR land at Curtis, AZ. is a follows:

Installation of a Conveyor, Car-Shaker system, Concrete Pad, Environmental containment and run electrical. #$ 90,000.00 (estimated)
% Constructing a new track at Curtis, AZ. $141,000.00 plus grading & utility relocation.

(PROJECTED PER TON COST)

SPSR Rail Service – Benson to Curtiss, AZ. $378.96 = $ 3.79 ton
@ Unloading from rail car to truck - $ 2.25 long ton
@ Truck Rate – Curtiss to Paul Spur, AZ.- $10.00 long ton
*(Based on back-haul)
Total projected cost per ton – Benson to Paul Spur, AZ from proposed SPSR site. $16.04

@ Cost/Rates quoted by CTI Trucking Company, Rillito, AZ.

Conveyor, car-shaker (relocated from Paul Spur), Construction of concrete pad, environmental containment, permitting and electrical installation estimated quote from CTI Trucking. Build-out time is projected to be 90 + days.

% Estimated construction time for track installation 90 – 120 days.

* CTI quote - $14.00 long ton for non-back haul move, Curtiss to Paul Spur, Az.

I look forward to discussing this subject further and should you have any questions please 'phone me at 480-607-2848 or my cell 'phone 602-538-4915.

Sincerely,

John H. Dugan

Cc: David L. Parkinson – Napa, CA.

ATTACHMENT 10

MOUNTAIN STATES CONTRACTING

BUDGET COSTS FOR TRACK REHABILITATION

SAN PEDRO SOUTHWESTERN RAILWAY

MP 7 - MP 67

September 22, 2005.

		Quantity	Units		Unit Cost		Total Cost
1	Replace X-ties w/ No. 1 Relay	9,800	EA	$	45.00	$	441,000.00
2	Regage Track	4,210	TF	$	3.00	$	12,630.00
3	Add Ballast	9,800	NT	$	18.50	$	181,300.00
4	Surface Track	58,000	TF	$	1.15	$	66,700.00
5	Clean Cuts	1	LS	$	8,400.00	$	8,400.00
	Total Estimated Cost...					**$**	**710,030.00**

ATTACHMENT 11

Osmose.

June 6, 2005

Bridge Inspection Report

SAN PEDRO & SOUTHWESTERN RAILWAY

Main Line

INTRODUCTION

During the week of May 9th of 2005, a bridge inspection was performed for the San Pedro & Southwestern Railway. Eighty-three structures comprised of timber, steel and concrete were inspected on the Main Line between Benson and Forrest, Arizona. This inspection was performed by Greg Grumke, Bridge Inspector/Engineer and Kevin Trickle, Bridge Inspector of Osmose Railroad Services, Inc. The purpose of this inspection was to identify structural deficiencies within the bridges and to determine the extent of internal decay in the timber members.

This report summarizes the defects found, describes our inspection techniques and provides a prioritized listing of repair recommendations. Individual inspection reports are included for each structure. For your reference, we have also provided you with our timber boring records for each bridge inspected. These boring records illustrate the cross sectional boring data taken at sampled locations on the timber trestles.

SUMMARY OF FINDINGS

In general, the bridges inspected were found to be in fairly good condition. The inspection did reveal varying degrees of decay deterioration in some of the timber members. The most immediate concern is the Priority 2 & 3 repairs.

Our recommended priority rating is a measure of the level of importance associated with repairing defective members or conditions found at the time of the inspection. An explanation of this priority system can be found on page 3 of this report as well as on the blue sheets included with the priority listings. Dimensions of all members shown in the inspection records should be field verified before commencing repairs.

Osmose Railroad Services, Inc.
4546 Tompkins Drive • P.O. Box 8276 • Madison, WI 53708-8276
608-221-2292 • 800-356-5952 • Fax 608-221-0618

Osmose.

INSPECTION

Bents are numbered from decreasing mileage to increasing mileage, starting with Bent 1. Piles are numbered facing increasing mileage from left to right.

Several inspection techniques were utilized during this inspection:

Visual	-	A visual survey of all timber, steel and concrete components and their surrounding areas was conducted on each bridge.
Hammer Sounding	-	Areas along the perimeter of the timber caps, piles and stringers were hammer sounded to help ascertain the presence of internal decay voids.
Boring	-	Drilling 3/8" diameter holes in suspect areas of decay at locations found suspicious during hammer sounding and at various bearing areas of the caps, piles, stringers and sills. These holes were inspected, using a shell and void indicator, to confirm the presence of internal decay and evaluate the remaining sound wood. The inspection holes were plugged with a treated wooden dowel.

Particular attention was paid to decay vulnerable areas such as the groundline, waterline, brace bolt connections and bearing areas of the members. The size and location of internal voids were recorded, along with any visual observations. Concrete and steel bridges were examined in areas which commonly develop structural deficiencies, such as bearing areas and connection points.

This inspection used subjective inspection techniques and also relied heavily upon human judgment. It is possible that some deficiencies may not have been discovered. However, we are confident that all of the critical visible defects and critical internal wood fiber deterioration have been found. This inspection did not include underwater members, excavation of buried members or a rating of the structures.

Substandard timber components are classified as REJECT or POSSIBLE REJECT. A "reject" is defined as a timber component that has either failed, been damaged, or decayed to the point where it can no longer safely carry the load to which it is being subjected. A "possible reject" refers to a timber component not decayed or damaged sufficiently to be classified as a reject, but is deteriorated enough to be considered for replacement.

Osmose.

RECOMMENDATIONS

In the following three sections of this report (*Recommended Repairs by Bridge, Recommended Repairs by Priority,* and the *Summary Inspection Sheets),* we have outlined our repair recommendations.

Our priority rating system is a measure of the level of importance associated with repairing defective members or conditions found at the time of the inspection. Substandard conditions that are left unchecked can become worse over time and could lead to other structural problems. **Osmose strongly recommends that Priority 1 repairs be made immediately and Priority 2 repairs be accomplished as soon as possible.**

The priority ratings are as follows:

PRIORITY 1 - **Emergency.** Stop operation over structure and perform repairs immediately. *No items were found during this inspection that required Priority 1 repairs.*

PRIORITY 2 - Condition is unsafe and could cause failure at any time. Repair as soon as possible. Condition must be monitored continually until repairs have been completed.

PRIORITY 3 - Condition could become unsafe and should be monitored frequently. Repair in the near future.

PRIORITY 4 - Condition is substandard and should be monitored. Condition may require repairs within 1 to 5 years.

PRIORITY 5 - Either no defects or only minor defects were found. Repairs not recommended at this time, but condition of structure should be monitored.

Recommendations and priorities are based on conditions present at the time of this inspection, utilizing industry standards and information made available to us by the Owner. They are based on defects found that may limit the original capacity of the structure. No rating of the structure has been performed. Conditions and standards can and do change, so frequent re-inspection and evaluation is recommended. For whatever reasons if only ***partial*** *Priority 1, 2 and 3 recommended repairs are made to any one or all bridges listed in that category, Osmose accepts no liability. Bridge components are interactive with each other structurally; therefore, substandard members can affect the overall structural integrity of a bridge.*

Osmose.

RECOMMENDATIONS *(continued)*

Internal and Groundline Preservative Treatment

All of the timber bridges that contain over 20% decay should be in-place preservatively treated to control the existing decay and help reduce costly future repairs. Once decay is established, it continues to grow at an accelerated rate, subsequently leading to substantial section loss and eventual failure. Service records to date have shown that in-place preservative treatment is effective in controlling decay and prolonging the life of timber structures.

Osmose.

FAX

DATE: August 1, 2005

TO: Dave Parkinson
San Pedro & Southwestern RR Co.

PAGES (including cover): 3

Osmose Railroad Services, Inc.
P.O. Box 501
Kearney, MO 64060

PHONE:

FAX: 707-251-8691

FROM: Dave Franz / Dennis Dolan

FAX: (816) 903-9999

PHONE: (800) 784-5282

MESSAGE:

Repair estimates attached per your request.

The information contained in this document is CONFIDENTIAL.
If you receive this document in error, please return it to the sender at the address indicated above.
If you did not receive all pages, please call the sender of this document at the number listed above.

Osmose® Railroad Services, Inc.

San Pedro & Southwestern Railroad Company

Priority 2 & 3 Bridge Repair Estimates MP 7 to MP 67.9

Bridge Number	Estimated Repair Cost
7.58	$ 2,500
7.70	$ 16,500
8.10	$ 18,000
9.97	$ 500
10.44	$ 5,000
11.30	$ 220,000
13.50	$ 17,000
13.70	$ 7,000
14.16	$ 5,000
14.67	$ 11,000
16.23	$ 15,000
18.10	$ 105,000
18.94	$ 5,000
30.45	$ 20,000
31.00	$ 5,000
31.20	$ 500
31.70	$ 4,000
33.80	$ 4,000
34.60	$ 10,000
36.95	$ 12,000
37.80	$ 4,000
38.20	$ 14,000
38.70	$ 18,000
40.00	$ 25,000
40.90	$ 21,000
41.90	$ 21,000
42.50	$ 2,500
43.30	$ 6,000
44.50	$ 4,000

Bridge Number (cont.)	Estimated Repair Cost (cont.)
45.70	$ 29,000
46.40	$ 7,000
46.90	$ 6,000
47.30	$ 7,000
47.75	$ 1,000
48.40	$ 4,000
49.10	$ 19,000
49.50	$ 3,000
51.40	$ 6,000
52.90	$ 8,000
58.80	$ 15,000
59.10	$ 11,000
65.44	$ 6,000
66.41	$ 5,000
67.58 (M & S)	$ 6,000
TOTAL ESTIMATED COST	**$ 731,500** (not including mobilization costs)

ATTACHMENT 12

Osmose®

PROPOSAL

June 10, 2005

Made and executed in duplicate by and between **OSMOSE RAILROAD SERVICES, INC.** of Madison, Wisconsin, a business corporation organized under the laws of the State of Delaware, hereinafter called CONTRACTOR and

SAN PEDRO & SOUTHWESTERN RAILROAD COMPANY

hereinafter called OWNER.

CONTRACTOR and OWNER, for and in consideration of the covenants hereinafter contained, mutually agree as follows:

1. CONTRACTOR is to furnish all supervision, labor, tools, equipment and material necessary or required for the repair of OWNER's bridge structure(s) as follows:

Bridge: 11.3
Cecil Wash, AZ

as agreed and detailed on the attached **Exhibit I** which is made part of this proposal.

2. All work will be accomplished in accordance with A.R.E.M.A. recommendations. Any special repairs will be accomplished in accordance with written agreements between CONTRACTOR and OWNER.

3. CONTRACTOR shall do all work in a safe, efficient, good and workmanlike manner with its own equipment, according to its own methods, all of which equipment shall belong to and be and remain in the exclusive charge and control of CONTRACTOR, and not subject to control or supervision by OWNER. OWNER does not by this contract hire or rent such equipment or assume any liability or responsibility for the use or method of use of same. Each party will coordinate its activities with the other party to expedite the work.

4. OWNER agrees to provide flag protection for CONTRACTOR's crew personnel, including hi-rail equipment where use of that equipment is offered by CONTRACTOR and authorized by OWNER.

5. OWNER agrees to provide CONTRACTOR the necessary windows throughout the course of the project. If OWNER does not provide the required windows after having been given at least seven (7) days advanced notice and the work is delayed as a result, CONTRACTOR shall charge OWNER $83.00 per manhour for each field employee until such time that the necessary window is provided.

6. CONTRACTOR shall promptly pay all wages due its employees, and secure all business licenses required by law, and shall comply with all ordinances, laws, orders, rules, directives and regulations pertaining to such work made by any governmental authority or regulatory body.

7. Prior to commencement of contract, CONTRACTOR shall furnish OWNER with required Insurance Certificate showing Worker's Compensation, Public Liability and Property Damage coverage.

8. OWNER shall pay for such work in the manner following: **CONTRACTOR shall invoice for timber immediately after placing order for timber, with payment due within 30 days. CONTRACTOR will submit copy of timber Purchase Order with invoice.** Subsequent invoices will be submitted at the end of each calendar month. CONTRACTOR shall prepare and furnish OWNER with an estimate of the proportion of work completed during the said period, and invoice the amount due. OWNER shall pay CONTRACTOR the invoice amount on or before thirty (30) days following such presentation.

   A service charge of 1 1/2% per month will be added to the net unpaid balance of account if not paid in full within thirty (30) days. Payments so made by OWNER during the progress of the work shall not constitute a final acceptance of the work but shall be subject to adjustment after final inspection by OWNER.

9. CONTRACTOR shall commence the work at a mutually agreeable time after receiving written notice from OWNER.

   CONTRACTOR will notify OWNER prior to starting repair work on any one candidate structure.

   OWNER is to inspect completed work on any one candidate structure before CONTRACTOR moves from the repair site. CONTRACTOR shall give OWNER two (2) days notice of the anticipated completion date. If OWNER does not inspect each respective structure by the anticipated completion date, OWNER waives its right to claim the work was not completed to OWNER's satisfaction.

10. Either party hereto may end this contract upon thirty (30) days written notice served upon the other party by registered mail. Upon such termination, OWNER shall pay CONTRACTOR for all work performed, in accordance with the terms of this contract, on or before thirty (30) days following termination of the work and receipt of final billing.

11. Applicable Sales and Use Tax for materials is included in contract price. Tax on the entire amount of the contract, if applicable, will be invoiced in addition to the contract price.

12. OWNER agrees to pay, and CONTRACTOR agrees to accept as full compensation for such work performed, and materials used, the prices as listed under the **"SUMMARY OF ESTIMATED REPAIR COSTS" on page 5**, and the following:

    Tax is collected on the entire amount of a contract in the following States:

Mississippi	3.00%	New Mexico	5.00%
New Jersey	6.00%		

    In addition, Counties in the following States also impose a tax on the amount of a contract. However, the rate of tax imposed by Counties within a given State will vary, depending on the location of the work within that State. The **following ranges** of tax will be added onto the entire amount of the contract in the following States:

Iowa	6.00% + local rate	Nebraska	5.50% + local rate
Kansas	5.30% + local rate	Washington	6.50% + local rate

The following State charges a contractor's excise tax:

South Dakota	2.00%

Due to monopolistic Workman's Compensation Laws in Ohio, Nevada, North Dakota, Washington, West Virginia, and Wyoming, the following percentage increases are to be applied for work located in those States:

Ohio	2.8%	Washington	3.1%
Nevada	1.7%	West Virginia	2.6%
North Dakota	1.2%	Wyoming	2.3%

Materials at the following prices:

All timber, concrete, steel and hardware will be billed at Procurement Cost + 10%. Where applicable, freight for material will be shown separately on the invoice.

This proposal shall be valid through **June 13, 2005.**

13. If CONTRACTOR determines that previously unknown site conditions exist, CONTRACTOR will communicate such findings as soon as reasonably possible to the OWNER. CONTRACTOR reserves the right to make claim for additional costs that may result. If CONTRACTOR and OWNER cannot agree on the additional costs, either party may terminate this agreement. OWNER shall be responsible for all costs incurred by CONTRACTOR prior to termination.

14. CONTRACTOR shall not be responsible for delays arising from unforeseeable causes beyond the control and without fault or negligence of CONTRACTOR, including, but not limited to, acts of God, fires, floods, strikes, civil disorder, delays of subcontractors or suppliers arising from unforeseeable causes beyond their control and without fault or negligence. If any such delays materially affect the cost of the project or delay the project for more than sixty (60) days, and CONTRACTOR and OWNER cannot agree to an adjustment in proposal terms, either party may terminate this agreement. OWNER shall be responsible for all costs incurred by CONTRACTOR prior to termination.

15. All claims, disputes, and other matters in question between CONTRACTOR and OWNER arising out of, or relating to the proposal and other contract documents or the breach thereof, shall be decided by arbitration in accordance with the Construction Industry Arbitration Rules of the American Arbitration Association in existence at the time of the dispute. This agreement so to arbitrate, and any other agreement or consent to arbitrate entered into in accordance herewith, will be specifically enforceable under the prevailing arbitration law of any court having jurisdiction.

    Notice of the demand for arbitration shall be filed in writing with the other party to this agreement and with the American Arbitration Association. The demand for arbitration shall be made within thirty (30) days after the parties hereto have reached an impasse in settlement discussions. An impasse in settlement discussions shall take place when either party provides written notice to the other party that settlement discussions have reached an impasse. In no event shall demand for arbitration be made after institution of legal or equitable proceedings based on such claim, dispute, or other matter in question would be barred by the applicable statute of limitations or applicable time limitations set forth herein, whichever are shorter.

The award rendered by the arbitrators will be final. Judgment may be entered upon it in any court having jurisdiction thereof, and will not be subject to modification or appeal except to the extent permitted by the Federal Arbitration Act (9 U.S.C. et seq.).

16. CONTRACTOR warrants for a period of two (2) years that the work shall conform to the specifications, and all materials used shall be new (except where used materials have been approved in writing by OWNER) and of the quality specified. CONTRACTOR agrees to repair, at no cost to OWNER, all work which does not conform to this warranty, provided the same is noticed to CONTRACTOR by OWNER within the warranty period. CONTRACTOR MAKES NO OTHER WARRANTIES, EXPRESS OR IMPLIED, OF MERCHANTABILITY, FITNESS FOR A PARTICULAR PURPOSE OR OTHERWISE. NO AFFIRMATION OF FACT BY AN EMPLOYEE OR REPRESENTATIVE OF THE CONTRACTOR SHALL GIVE RISE TO ANY WARRANTY UNLESS THE SAME IS IN WRITING AND SIGNED BY THE PRESIDENT OR VICE PRESIDENT OF THE CONTRACTOR. IN NO EVENT SHALL CONTRACTOR BE RESPONSIBLE FOR INCIDENTAL OR CONSEQUENTIAL DAMAGES. ALL CLAIMS AGAINST CONTRACTOR FOR BREACH OF WARRANTY, BREACH OF CONTRACT, TORT, STRICT LIABILITY OR OTHERWISE MUST BE BROUGHT WITHIN TWO (2) YEARS AFTER COMPLETION OF THE WORK.

17. This proposal constitutes the entire agreement of the parties hereto relative to the subject matter herein and no verbal statements not reduced to writing and attached hereto or other written documents, unless referenced herein or attached hereto, shall be binding on either party.

18. This proposal has been reviewed and approved by OWNER's bridge engineer or consultant.

19. When this proposal is signed by both parties, it shall become a binding agreement.

20. Any of the terms of this proposal shall not be changed, waived, superseded, or supplemented, except in writing signed by the parties hereto.

IN WITNESS WHEREOF, the parties hereto have caused this contract to be executed in duplicate by persons duly authorized to do so on the day below written.

Dated: 6/10/05

OSMOSE RAILROAD SERVICES, INC.
CONTRACTOR

Witness: [signature]

By: [signature]
Vice President

Dated: _____

SAN PEDRO & SOUTHWESTERN RAILROAD COMPANY
OWNER

Witness: _____

By: _____

SUMMARY OF ESTIMATED REPAIR COSTS:

Bridge: 11.3 – Cecil Wash, AZ

Mobilization, Labor & Equipment – Lump Sum	$99,434.00
Materials Estimated at	$37,062.00
ESTIMATED TOTAL	**$136,496.00**

Osmose®

EXHIBIT I

SCOPE OF WORK

SAN PEDRO & SOUTHWESTERN RAILROAD COMPANY

Bridge 11.3 - Cecil Wash, AZ

1. Mobilize men, materials and equipment to bridge.
2. Shim Bent 1 to elevation. OWNER to monitor for further settlement.
3. Post out Pile 4 & 6 of Bent 3 at 22 feet.
4. Post out Pile 4 of Bent 4 at 24 feet.
5. Post out Pile 3 & 4 of Bent 8 at 26 feet.
6. Post out Pile 1 & 3 of Bent 10 at 15 feet.
7. Post out Pile 3 & 4 of Bent 11 at 9 feet.
8. Shim Bent 12 to elevation. OWNER to monitor for further settlement.
9. Replace all stringers with 4 ply 8x16 timber stringers.

CONTINGENCIES:

1. Proposal is based on completing work beginning the week of June 27th.
2. Proposal is based on receiving 12 hours of uninterrupted track time per day during daylight hours for the duration of the job.
3. OWNER to provide all flagging at no cost to CONTRACTOR.
4. All retired timber to be neatly stacked at the bridge and remain property of the OWNER.
5. All material to be invoiced at CONTRACTOR'S procurement cost plus 10%
6. Proposal is based on locating suitable pile cutoffs within 2 ft of groundline. Additional costs will apply if sound piling cannot be located within 2 ft of groundline.
7. Repair is designed as a temporary fix to maintain operation of the bridge until the Line is abandoned later this year. If the Line is not abandoned, additional maintenance will be required.
8. If additional repairs are deemed necessary they will be at an additional cost.
9. Proposal does not include additional Railroad Protective Insurance, Builders Risk Insurance or Performance & Payment Bonds. If such items are required they can be added at an additional cost. CONTRACTOR'S Liability Insurance covers work within 50 feet of Railroad Tracks.

Osmose.

EXHIBIT I

SCOPE OF WORK

SAN PEDRO & SOUTHWESTERN RAILWAY CO., INC. Bridge Inspection:
Bridges from MP 0 to 67.9 *(approximately 100 bridges)*
Benson to Paul Spur, AZ

1. Review existing bridge information (if available) and schedule the field inspection.

2. Inspection will include a thorough visual inspection of the timber bridges to identify any obvious problems. Timber bridge inspection techniques utilize a combination of hammer sounding and drilling. After the timber members are sounded, a 3/8" diameter hole is drilled into suspect areas of decay. Additional holes will be bored to identify the extent of severely decayed members. We will pay particular attention to the decay vulnerable areas, such as the groundline, waterline and brace bolt connections of piles. Stringers and caps will be sampled at the drift pin areas and connection points. After suspect members are drilled, holes are probed with a shell and void indicator to evaluate the amount of sound wood remaining. The inspection holes are plugged with a treated wooden dowel. The size and location of internal voids are recorded, along with visual observations.

3. Inspection will include a thorough visual inspection of the concrete and steel bridges to identify any obvious problems. The inspection will concentrate on the structural components of the bridges. Particular attention will be paid to areas commonly suffering from structural deficiencies, such as bearing areas, connection points and details subjected to high stresses.

4. Record and photograph defects noted during the inspection.

5. Generate a report consisting of field data, recommendations and pertinent photographs. This data will be very beneficial in evaluating the integrity of the structure(s) and making informed decisions regarding maintaining the structure(s). REPORT TO INCLUDE PRIORITIES AND COST ESTIMATES. DMP

CONTINGENCIES:

1. Inspection to be used as a guideline only. Continued inspection and monitoring of bridge defects by OWNER is required especially with any change in loading or traffic patterns.

2. This inspection does not include rating of the structures, underwater or subterranean concerns.

3. The inspection of timber is based upon subjective inspection techniques of a highly variable product and also relies heavily on human judgment; CONTRACTOR cannot guarantee that it will find all wood fiber deterioration, especially internal deterioration.

4. The inspection cannot guarantee all defects will be located in steel and concrete members. Internal steel defects will not be located as only visual inspection techniques will be utilized.

5. CONTRACTOR may make recommendations for additional analysis such as non destructive testing based on inspection results.

SPSR/Osmose/FRA/ACC Meeting

Name	Phone	E-mail
Dave Parkinson	707-251-8673	dave@drizzman.com
Greg Grumke	800-721-3322	ggrumke@osmose.com
DAVE Jamieson	623-546-3982	david.jamieson.fra.dot.gov
Joe Peralta	520 403 30	JPeralta@acc-state.az.us
Ed Barge	520-586-2266	
KEVIN TRICKLE	800-721-3322	KTRICKLE@osmose.com

1. Stringer defects by type, magnitude & location
2. What role, if any, of helper stringers
3. capacity of left & right stringer chords should be calculated separately
4. Piling should be inspected for type, location & magnitude
5. What ~~role~~ is effect, if any, of splices on piles
6. consider longitudinal & lateral forces on Bents (3D FEM)
7. possible stream flow ~~on~~ affect long. forces

Osmose

DATE: June 6 2005

FAX
RAILROAD SEVICES, INC.

TO: David Parkinson, San Pedro & Southwestern RR

FAX: (707-251-8691) Phone (707-251-8673)

PAGES (including cover): 6

FROM: Greg Grumke

FAX: (608) 221-4597 PHONE: (608) 221-2292 ext. 312

Osmose Railroad Services, Inc.
P.O. Box 8276
Madison, WI 53708
(608) 221-2292

MESSAGE:

Dear: Dave

I've attached a copy of our findings, recommendations and scope of work for Bridge 11.30 on the San Pedro & Southwestern Railroad. Based on the understanding that the bridge will be operated over by trains for approximately 6 months, we have included a scope of work that address's the repair of critical conditions. We feel that if these repairs are implemented, trains can safely pass over the structure for these 6 months, although after repairs are made the structure should be monitored frequently for any changes over time that would threaten the safe passage of trains.

Sincerely,

Greg Grumke
Senior Bridge Inspector/Engineer
Osmose Railroad Services Inc.

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If you did not receive all pages, please call the sender of this document at the number listed above.

San Pedro & Southwestern Railway

LINE: Main Line

INSPECTION SUMMARY

BRIDGE # 11.3

MILEPOST: 11.30 SECTION:

TYPE: ODPT LOCATION:

INSPECTION DATE: 5/ 9/2005 INSPECTOR:

Findings:

Bent 1

Bent Driving (14' of penetration)

Bent 2

1" Gap over Pile 1
1/2" Gap over Pile 2
1/2" Tapered Gap over Pile 4
1/2" Tapered Gap over Pile 5
Subcap - Split

Bent 3

Pile 1 - Reject
Pile 4 - Visual Reject
Pile 6 - Visual Reject
Cap - Possible Reject (Slight Crushing)
Shim - Reject (crushing under Chord 1)

Bent 4

Pile 4 - Visual Reject
Cap - Possible Reject

Bent 5

Cap - Slight Cornering

Bent 6

Cap - Reject

Bent 7

Pile 1 - Reject
Post 6 - Reject
Cap - Slight Crushing/ Piles 2 & 3 slight punching

Bent 8

Pile 3 - Reject
Pile 4 - Reject
Pile 6 - Reject
Cap - Reject (Slight Crushing)

Bent 10

Pile 1 - Visual Reject
Pile 3 - Reject
Pile 6 - Reject
Bent is low

Bent 11

Pile 3 - Visual Reject
Pile 4 - Visual Reject

San Pedro & Southwestern Railway

LINE: Main Line

INSPECTION SUMMARY

BRIDGE # 11.3

MILEPOST: 11.30 SECTION:

TYPE: ODFT LOCATION:

INSPECTION DATE: 5/9/2005 INSPECTOR: Tucker/Schmke

Findings:

Bent 12

Bent Driving
1/2" Gap over Pile 4

Span 1

Stringer 4 - Visual Reject
Stringer 7 - Visual Reject
Stringer 9 - Visual Reject
Stringer 10 - Visual Reject

Span 2

Stringer 4 - Visual Reject
Stringer 5 - Reject

Span 3

Stringer 2 - Visual Reject
Stringer 5 - Visual Reject
Stringer 8 - Reject
Stringer 10 - Visual Reject

Span 4

Stringer 5 - Visual Reject
Stringer 7 - Visual Reject
Stringer 8 - Visual Reject
Stringer 9 - Visual Reject
Stringer 10 - Visual Reject

Span 5

Stringer 1 - Possible Reject
Stringer 2 - Possible Reject
Stringer 4 - Reject
Stringer 6 - Visual Reject
Stringer 6 - Possible Reject
Stringer 7 - Reject
Stringer 8 - Reject
Stringer 9 - Possible Reject
Stringer 10 - Reject
Stringer 11 - Possible Reject

Span 6

Stringer 5 - Visual Reject
Stringer 6 - Reject
Stringer 7 - Reject
Stringer 8 - Reject
Stringer 9 - Reject

Span 7

Stringer 3 - Possible Reject
Stringer 4 - Reject
Stringer 5 - Visual Reject
Stringer 6 - Visual Reject
Stringer 7 - Visual Reject
Stringer 8 - Reject
Stringer 9 - Visual Reject
Stringer 10 - Visual Reject

San Pedro & Southwestern Railway

LINE: Main Line

INSPECTION SUMMARY

BRIDGE # 11.3

MILEPOST: 1.1 P30 SECTION #: 1

TYPE: OOBT LOCATION: Cecil Wash

INSPECTION DATE: 5/9/2005 INSPECTOR: MICHAEL CRANE

Findings:

Span 8
- Stringer 2 - Visual Reject
- Stringer 3 - Possible Reject
- Stringer 4 - Visual Reject
- Stringer 5 - Visual Reject
- Stringer 6 - Reject
- Stringer 9 - Visual Reject
- Stringer 10 - Reject
- Stringer 11 - Visual Reject

Span 9
- Stringer 4 - Reject
- Stringer 8 - Visual Reject

Span 10
- Stringer 4 - Reject
- Stringer 7 - Visual Reject
- Stringer 8 - Visual Reject
- Stringer 9 - Visual Reject
- Stringer 10 - Visual Reject

Span 11
- Stringer 4 - Visual Reject
- Stringer 5 - Possible Reject
- Stringer 6 - Reject
- Stringer 7 - Reject

Stringers - Poor
Surface - Poor
Line - Fair
Guard Timber - OK (3 sections reject)
Approaches - Very Low
Headwalls - OK
Ties - Fair to Poor (5 reject, spike kill)
Ties are shimmed in Spans 1, 9 & 10

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.13	2	OSMOSE	Line & Surface bridge.
2	1.6	2	OSMOSE	Replace: - All Stringers
3	1.4	2	OSMOSE	Excavate and cut piles down: Pour Concrete footer and install frame bent: - on Bent 1 - on Bent 12
4	1.3	2	OSMOSE	Post: - Pile 4 of Bent 4 (visual reject) - Pile 3 of Bent 11 (failed) - Pile 4 of Bent 11 (failed)
5	1.2	2	RAILROAD	Add ballast and tamp up both approaches
6	1.1	2	OSMOSE	Frame out: - Bent 3 - Bent 8 - Bent 10

San Pedro & Southwestern Railway

LINE: Main Line

INSPECTION SUMMARY

BRIDGE # 11.3

MILEPOST: 1130.04 SECTION#: 1

TYPE: TIMBER LOCATION: Coolidge AZ

INSPECTION DATE: 5/9/2005 INSPECTOR: K. Trickle/G. Grunke

Findings:

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
7	1.14	3	OSMOSE	Cut down pile tops and replace: - Subcap with a oversized cap on Bent 2
8	1.11	3	OSMOSE	Replace: - Cap on Bent 6
9	1.7	3	OSMOSE	Post: - Pile 1 of Bent 7 - Post 6 of Bent 7
10	1.12	4	OSMOSE	Replace 3 sections of guard timber
11	1.10	4	OSMOSE	Replace: - Cap on Bent 4
12	1.5	4	RAILROAD	Spot Replace 6 bridge ties
13	1.9	5	RAILROAD	Monitor: - Cap on Bent 5 (slight cornering) - Cap on Bent 7 (slight crushing/ piles slight punching)

SCOPE of WORK:

Bridge 11.3 - 11 Span ODPT. - Cecil Wash, AZ

1. Mobilize men, materials and equipment to bridge.
2. Shim Bent 1 to elevation and monitor for further settlement.
3. Post out Pile 4 & 6 of Bent 3 at 22 feet.
4. Post out Pile 4 of Bent 4 at 24 feet.
5. Post out Pile 3 & 4 of Bent 8 at 26 feet.
6. Post out Pile 1 & 3 of Bent 10 at 15 feet.
7. Post out Pile 3 & 4 of Bent 11 at 9 feet.
8. Shim Bent 12 and monitor for further settlement.
9. Replace all stringers with steel stringers to handle 263,000 pound cars.

TOTAL ESTIMATED COST: $135,000

06/06/05 10:39 FAX 608 221 0618 OSMOSE 0008

ATTACHMENT 13

U.S. Department
of Transportation
Federal Railroad
Administration

1120 Vermont Ave., N.W.
Washington, D.C. 20590

JUN 10 2005

Mr. David L. Parkinson
Chairman and Chief Financial Officer
San Pedro Southwestern Railroad Company, Inc.
1109 Jefferson Street
Napa, California 94558

Dear Mr. Parkinson:

The Federal Railroad Administration (FRA) is conducting an assessment of the manner in which the San Pedro Southwestern Railroad (SPSR) assures the structural integrity and safety of its railroad bridges. The assessment, which began in February of this year, is being performed by the Area Bridge Safety Specialist of the FRA Office of Safety, and Track Safety Inspectors from FRA and the Arizona Corporation Commission. They were accompanied by representatives of SPSR, to whom they provided findings of the assessment as it progressed.

The assessment revealed that the condition of one bridge in particular, at Milepost 11.3 on the line segment between Fairbank and Benson, Arizona, has degraded to the extent that it presents an unacceptable risk of causing a train accident from structural failure. Bridge 11.3 is a timber pile trestle of eleven spans, with a total length of 154 feet. A detailed investigation of the bridge on February 17, 2005, revealed five of the eleven pile bents have insufficient sound piles to assure their capacity to carry railroad traffic, and that the stringers in ten of the eleven spans are likewise lacking in capacity. The details of the FRA observation report correspond closely with the report of the last inspection by Osmose Wood Preserving Company, which you provided to FRA on June 5, 2005.

FRA does not have regulations governing the structural condition of railroad bridges, in part, due to the fact that railroad bridge owners have nearly always taken appropriate corrective action when serious bridge deficiencies have been noted by FRA or their own inspectors or engineers. However, FRA has published a policy statement on the safety of railroad bridges. The policy, which contains guidelines, is located in the Federal Track Safety Standards, Title 49, *Code of Federal Regulations*, Part 213, Appendix C, "Statement of Agency Policy on the Safety of Railroad Bridges." While the guidelines found in Appendix C are advisory in nature, please note that the Federal Railroad Administrator has emergency authority to order restrictions and prohibitions necessary to abate any unsafe condition or practice that involves a hazard of death or personal injury. See 49 U.S.C. Section 20104.

FRA bridge safety personnel have determined that the condition of Bridge 11.3 presents that level of unacceptable risk, and that appropriate action should be taken to restrict the operation of trains on the bridge until those conditions are corrected. I therefore recommend that SPSR should voluntarily cease the operation of trains on Bridge 11.3 until the conditions noted to you by FRA have been corrected, and the bridge has been evaluated and found suitable for operation by a Registered Professional Engineer who is competent in the field of timber railroad bridge analysis and rating.

I further request that SPSR provide this office with a copy of the Engineer's evaluation, bearing the embossed seal of the Engineer, when the bridge is returned to service. The evaluation should include the Engineer's recommendation for maximum loads and any operating conditions necessary to ensure the long-term safety and serviceability of the bridge.

Please advise this office no later than Wednesday, June 15, 2005, of the action taken by SPSR to ensure the immediate safety of Bridge 11.3. If you have any questions in this regard, please feel free to contact Gordon A. Davids, P.E,, Chief Engineer - Structures, or Theresa M. Galloway, P.E., Structural Engineer, in the FRA Office of Safety. Their telephone numbers are respectively (202) 493-6320 and (202) 493-6220, and their Email addresses are gordon.davids@fra.dot.gov and theresa.galloway@fra.dot.gov.

Sincerely,

Edward W. Pritchard
Director, Office of Safety
Assurance and Compliance

ATTACHMENT 14

To Doug Parkinson From Jones 6/16/05 (2)

AAR Embargoes Online
North America's Freight Railroads Online

View Effective | View by Date | View by Road | Issue Embargo | Request User Account

[Submit Embargo Amendment] [Cancel Embargo]

Association of American Railroads

Embargo Notices for: 06/16/2005

Consecutive Sheet:195

Roadmark:
SPSR

Railroad:
SAN PEDRO RAILROAD OPERATING CO

Embargo Number:
1-2005

Amendment Number:

Current Status:
Effective

Embargo Effective Date:
06/16/2005 23:59

Commodity:

All

Destination Gateway or Territory:

To, From or Via the following station(s)/FSAC Number(s), State(s)
Bisbee, Jct., AZ 28356
Charleston, AZ 28350
Fairbank, AZ 28336
Paul Spur, AZ 28392

Consigned or Reconsigned To, or Intended For:

Chemical Lime Company

Cause:

Bridge out of service

Amend:

Exception:

Note:

T. J. Carroll

John Carroll
Sr. Asst. VP - Business Services
Association of American Railroads

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(2)

ATTACHMENT 15

DAVE
AMENDMENT #1
9/22/05

AAR Embargoes Online
North America's Freight Railroads Online

[Submit Embargo Amendment] [Cancel Embargo]

Association of American Railroads

Embargo Notices for: 09/22/2005

Consecutive Sheet:365

Roadmark:
SPSR

Railroad:
SAN PEDRO RAILROAD OPERATING CO

Embargo Number:
1-2005

Amendment Number:
1

Current Status:
Effective

Embargo Effective Date:
09/22/2005 23:59

Commodity:

All

Destination Gateway or Territory:

To, From or Via the following station(s)/FSAC Number(s), State(s)
Bisbee, Jct., AZ 28356
Charleston, AZ 28350
Fairbank, AZ 28336
Paul Spur, AZ 28392

Consigned or Reconsigned To, or Intended For:

Chemical Lime Company

Cause:

Bridge out of service and other deteriorating bridges and storm damage.

Amend:

Amendment 1 - Amending Cause.

Exception:

Note:

J.J. Carroll

John Carroll
Sr. Asst. VP - Business Services
Association of American Railroads

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ATTACHMENT 16

August 31, 2005

Mr. Dave Parkinson
SAN PEDRO & SOUTHWESTERN RWY. CO.
P.O. Box 1420
Benson, Arizona 85602

RE: WASHOUT REPAIRS, MILE POST 33 TO 49

Dear Dave:

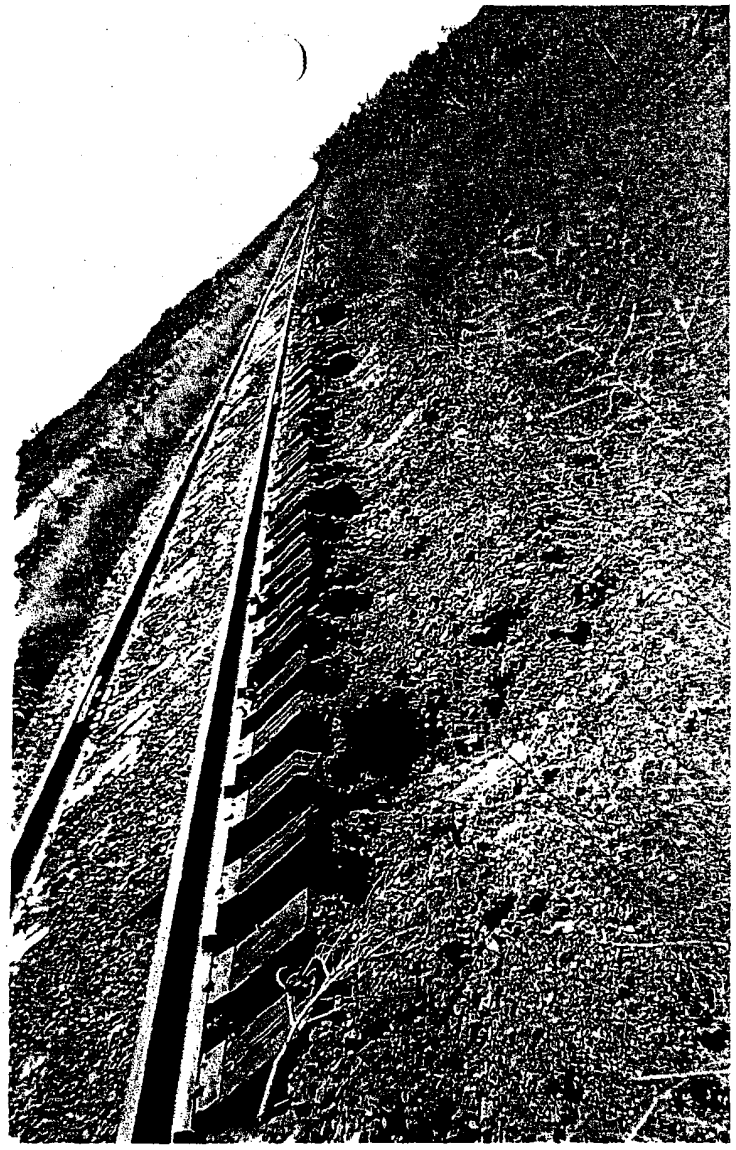
We are pleased to provide you an estimated cost for repairing the damages from the recent rains. This proposal is based on material quoted now and may change due to the fluctuations in fuel and trucking prices.

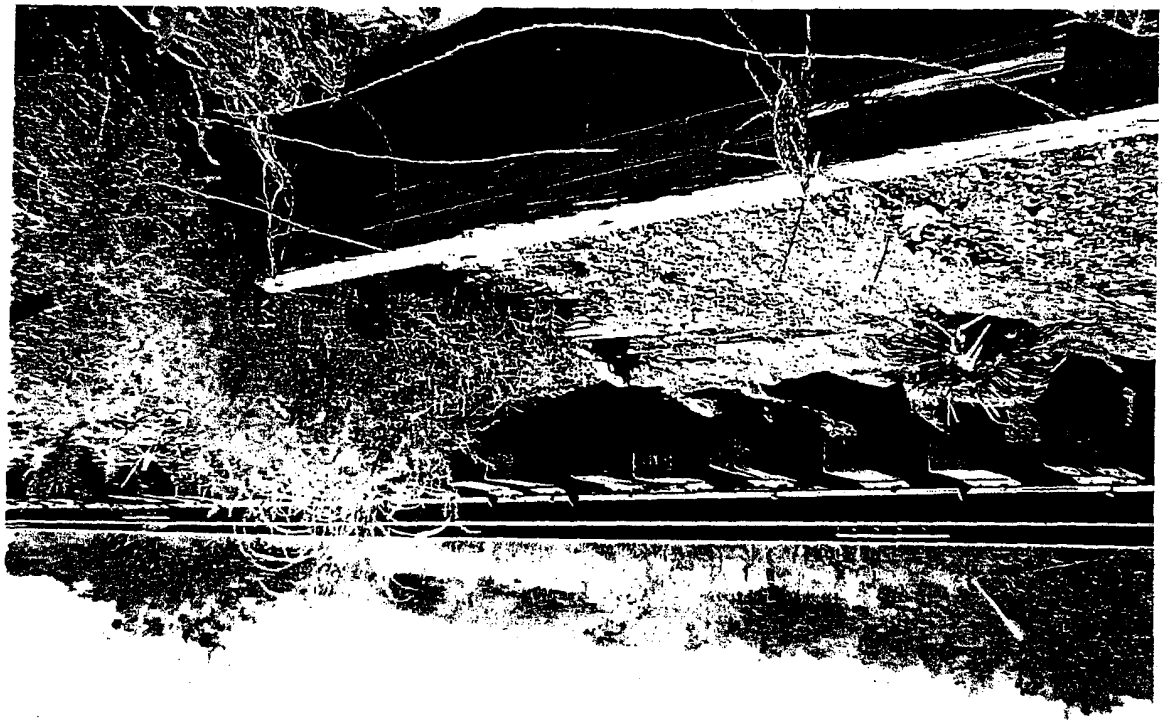
We propose to perform the following work:

- Purchase and deliver approximately 256 cu.yds., (360 tons) of new, crushed rock ballast to Curtiss.
- Purchase and deliver 50 new, 7"x9"x9' creosote treated cross ties.
- Mobilize the necessary manpower and equipment to install the new ties in the affected locations.
- Utilizing an IT-28 Loader, restore the drainage, and reroute runoff on the right-of-way to prevent further damage.
- Load ballast into cars provided by others.
- Utilizing an SPSW work train, unload the ballast at the affected locations.
- Mobilize the required equipment, including a Production Tamper, Ballast Regulator, Service Truck, and Crew Truck.
- Raise, Tamp, and Re-line approximately 1.5 miles of track to Class 2 standards.
- Regulate, broom, and dress affected track to refill tie cribs and restore ballast shoulders.
- Re-establish grade line in drainage ditches, utilizing backplows on Ballast Regulator, to provide for smooth and unobstructed water flow.

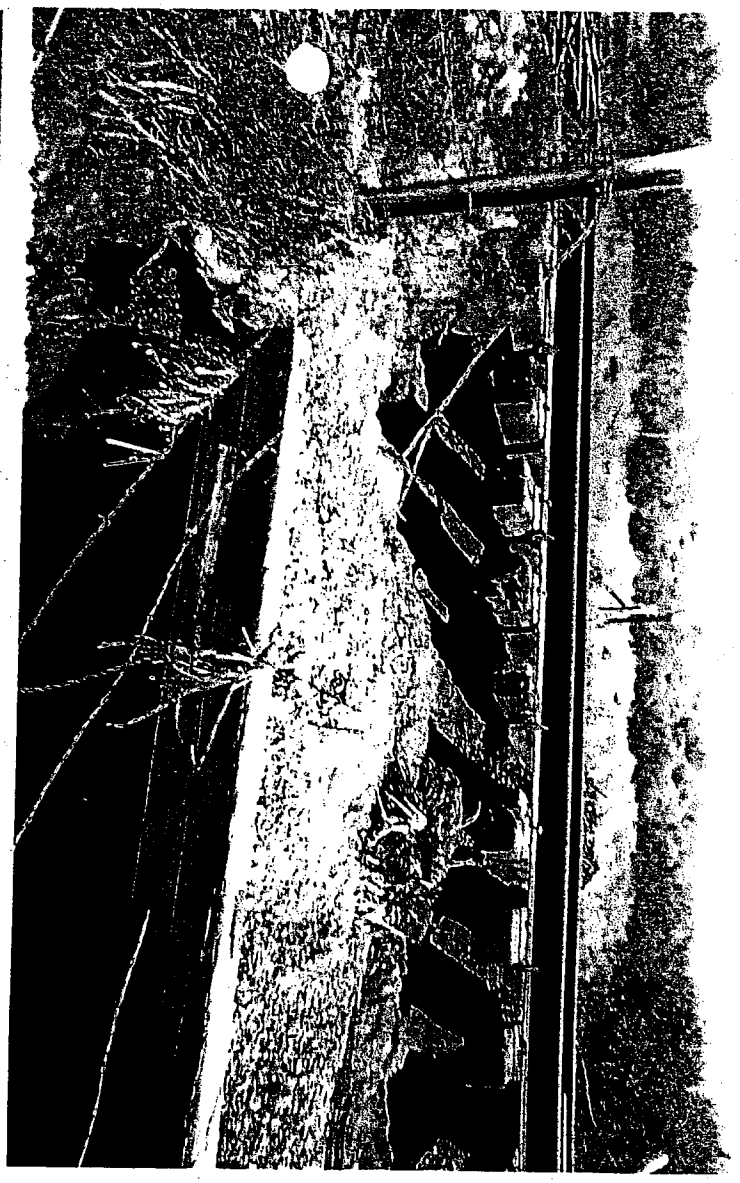
LUMP SUM ESTIMATE... $ 56,346.00







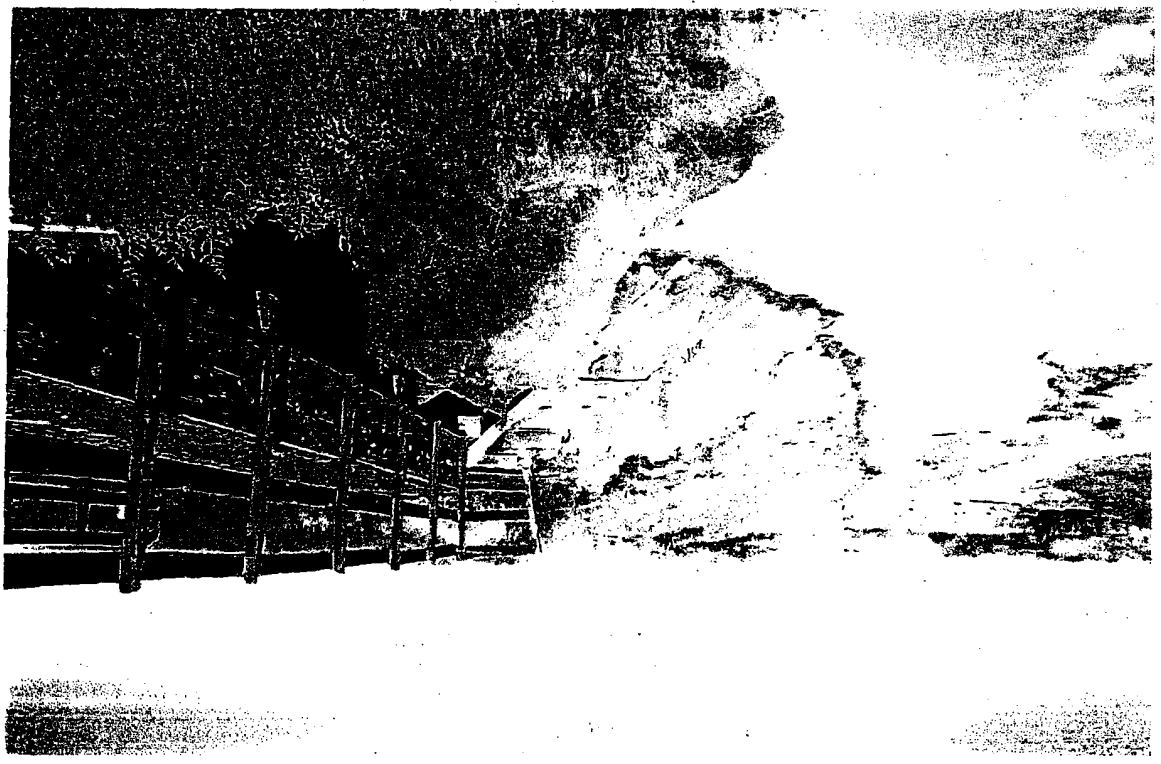


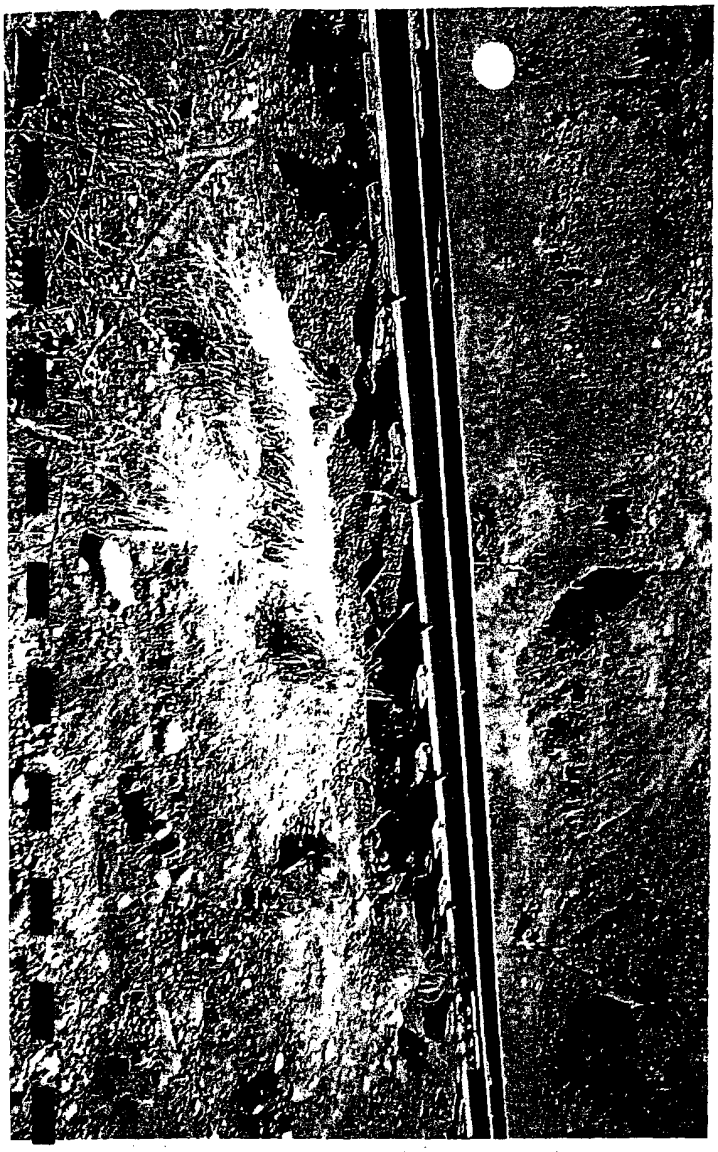




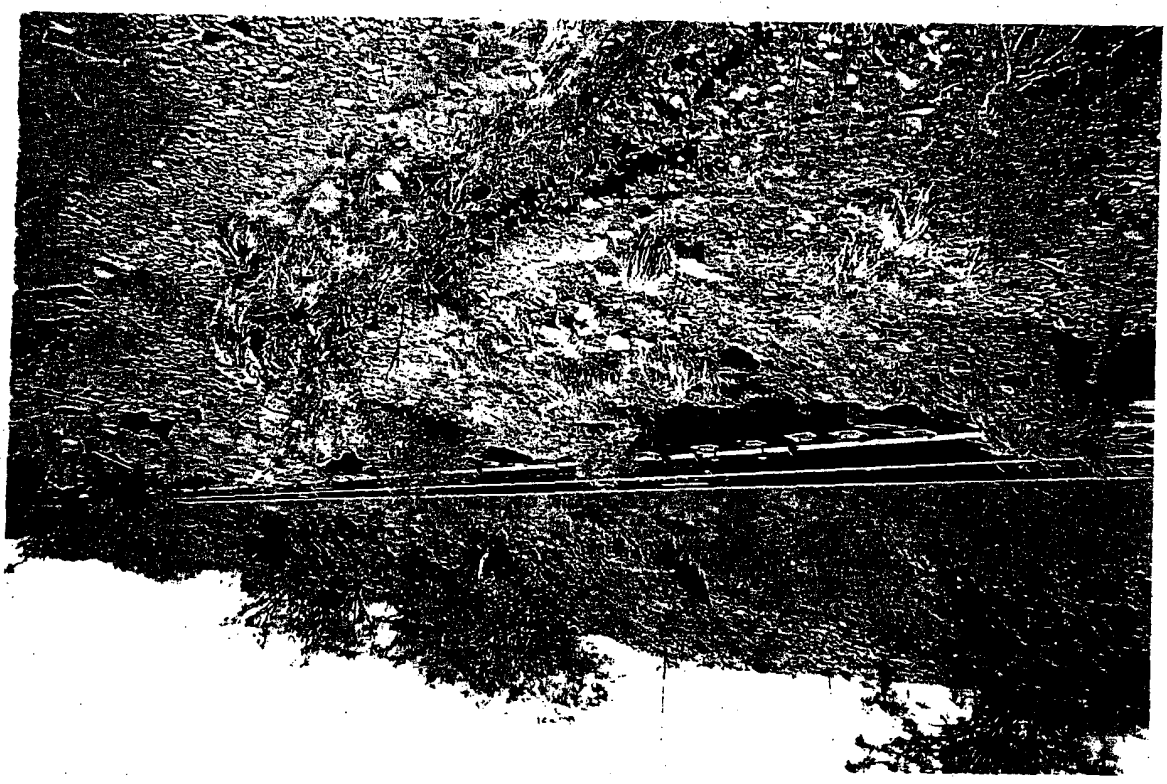


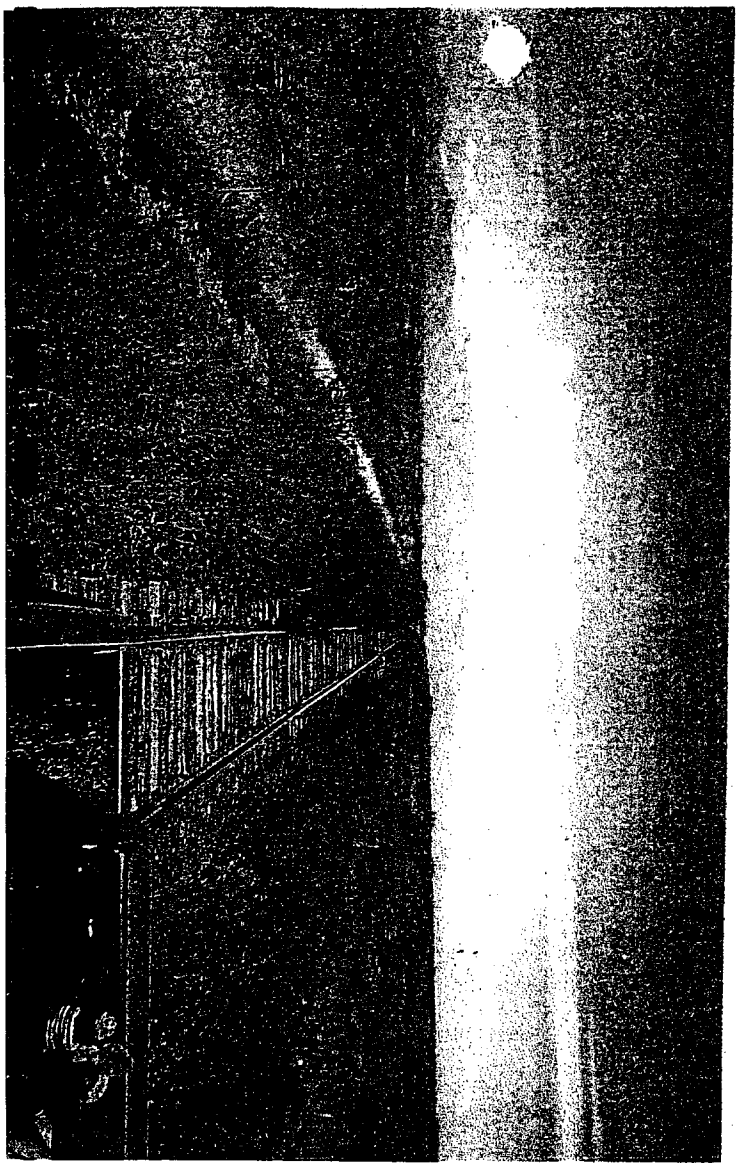
















ATTACHMENT 17

ARIZONA RAILROAD GROUP

DAVID L. PARKINSON
Chairman and Chief Financial Officer

1109 Jefferson Street
Napa, CA 94558

TEL 707-251-8673
FAX 707-251-8691
CELL 916-717-0106
E-mail dave@arizonarg.com

June 30, 2005

Mr. Mark Jeszli
Vice President, Logistics & Business Development
Chemical Lime
5601 Bridge Street, Suite 200
Fort Worth, TX 76112

Dear Mark:

This letter formalizes our offer to compensate Chemical Lime for certain costs incurred last year to reinstate rail service to your Paul Spur, AZ plant.

The San Pedro & Southwestern Railroad knows of no contractual agreements, written or verbal, committing us to maintain rail service to the plant. We do have a common carrier obligation which has been interrupted by a forced embargo of the line. Under these circumstances we are justified in seeking abandonment due to the economic infeasibility of repairing the bridge. Furthermore, we believe the financial justification for abandoning the line is overwhelmingly in our favor.

In consideration of Chemical Lime not opposing our STB request for an abandonment exemption, we agree to pay Chemical Lime a sum of $50,000.00 cash. This offer is on the table unless Chemical Lime files opposition to the exemption petition at the STB. If you chose to do so, the offer is withdrawn.

I hope we can settle this matter amicably. Both companies have suffered financially as a result of the recent unfortunate events. I look forward to your response,

Sincerely,

David L. Parkinson
Chairman

cc: John Heffner, PLLC

ATTACHMENT 18

ABBOTT REALTY Ltd.
515 Tenth Street
Douglas, Arizona 85607
(520) 364-7906

September 21,2005

John H. Dugan, CEO
Arizona Rail Road Group
San Pedro Railroad Operating co.
14301 N. 87th street
Suite 105
Scottsdale AZ, 85260

Dear Mr. Dugan,

As you requested, I have researched the following described property, for the purpose of estimating the market value. I have completed same, which is noted and included in this letter report. The property covered is:

> Rail Road right of way land.
> A strip of land ranging from app. 200' to 500' wide running form Paul Spur to Naco, to Fairbanks to Curtis. All in Cochise county, Arizona.

Please be advised that I have not made a personal inspection of all of the subject property covered in this report. I have given consideration to the location, environment and current trends and have researched comparable sales.

Its highest and best use would be for residential use. A very small part might be for industrial or commercial but would be insignificant as a percentage of the total land acreage. The land will be difficult to use given its configuration.

A land survey or title search was not made by me. The usual methods of analysis and conclusions were used to arrive at this opinion of the Estimated Market Value, which is based on the current trend and economic conditions in the area.

Therefore, based on the information available, it is my considered opinion that Estimated Fair Market Value of the subject property as of September 21, 2005 is:

$275 per acre.

I certify that I have no personal interest, present or contemplated in the property covered by this appraisal report, and that neither my employment to render this opinion nor my compensation for it are contingent upon the reported herein.

I have been a Real Estate Broker for Twenty-Eight years with an office in Douglas, Arizona. During that period, I have done appraisals for estates, corporations, relocation companies, courts and savings and loans.

Sincerely,

Craig Abbott
Broker

EXHIBIT E

VERIFIED STATEMENT OF
ROBERT C. FINLEY

Robert C. Finley, being duly sworn, deposes and states as follows:

My name is Robert C. Finley. My business address is 2 Olde Barn Way, Acton, MA 01720. I appear here on behalf of San Pedro Rail Operating Company, LLC ("SPROC"), Applicant in this abandonment proceeding. I have reviewed the economics associated with SPROC's ownership and operation of a line of railroad commonly known as the Douglas Branch and have prepared Applicant's Exhibit 1 [Revenue and Cost Data] supporting SPROC's request to abandon the Douglas Branch. I submit this statement to assist the Board and the public with a proper understanding of the methodology and assumptions used in preparing Exhibit 1.

I am attaching to this statement a copy of my curriculum vitae. My railroad career began in 1974 with the Southern Railway System where I was a management trainee and assistant economist. I then joined the United States Railway Association where my duties included management of a portion of the litigation regarding the value of the Penn Central assets and in oversight of the marketing and sales activities of Conrail. In 1982 I joined the Southern Pacific Transportation Company. My duties at SP encompassed the line sale and abandonment program (including filing applications and submission of verified statements), tariff route restructuring, and merger related traffic analysis. Following my tenure at SP I worked for the Chicago West Pullman Transportation Company, a short line railroad holding company, where my duties included line acquisitions and sales efforts at selected properties. Part of my

responsibility in potential shortline purchases from Class I railroads was to ascertain the costs of operations. This was a skill that was invaluable to me in my next position as Chief Financial Officer at the Iowa Interstate Railroad. My responsibilities there included all administrative aspects of the railroad's operations in addition to financial and budgeting oversight. Since Iowa Interstate was undercapitalized, we focused carefully on the on-branch operating costs. I developed models for specific carload costing used by our marketing people to set prices. In addition, Iowa Interstate's budgeting process placed considerable emphasis on the costs of each segment of rail operations. I used the experience gained at Chicago West Pullman and Iowa Interstate as a transportation consultant at PHB Hagler Bailly, an international economic and management consulting firm. Included in my assignments was assistance to the Wheeling & Lake Railway concerning the traffic impact of the Conrail break-up and advising the state of Victoria, Australia, about the value of the state owned railroad in a privatized market. Currently I am the part time Vice President of Finance for two shortline operators – Housatonic Railroad and Iowa Pacific Holdings. For both companies I am responsible for the financial reporting. In addition, since January 1, 2000, I have been acting as an independent consultant providing services to the short line freight railroad and passenger rail transit industries.

At Applicant's request, I have prepared Exhibit 1 providing revenue and cost data for the Douglas Branch in the 19 line format required by the Board's abandonment costing regulations at 49 CFR 1152.32. The first step of this process entails computing the total revenues attributable to the Line, including revenue for the Base Year, the

Forecast Year and the Projected Subsidy Year. Beginning with Line 1, Exhibit 1 indicates that SPROC had revenues for freight terminated on-branch of $253,356, $258,234, and $258,234 for the Base, Forecast, and Projected Subsidy Years, respectively. Due to poor track conditions, SPROC did not conduct operations over the Douglas Branch for the first year of ownership until track repairs could be completed. The Douglas Branch (south of Curtiss) has not been operated by SPROC for an entire year. Operations began in October of 2004 and were discontinued in mid-June when the Federal Railroad Administration condemned a bridge. To develop Base Year forecast I used the actual carloads and revenue for October – December 2004 plus actual traffic for January – May 2005. I then queried SPROC management about what would be the expected monthly volumes, assuming normal operation during the Forecast Year. As there are only two terminating movements and one customer on the line, this was relatively easy to produce. Management estimated that there would be 13 carloads of coal per month on the line at $___ per car and 22 carloads of coke per month at $___ per car. I multiplied these estimates by four to represent the June – September period. For the Forecast Year, I multiplied the above estimates by twelve. When asked about potential upside carload increases, SPROC management indicated there was little chance of traffic growth. Exhibit 2 details the development of the freight revenue numbers.

Regarding other revenues, SPROC is a stub-ended railroad and therefore handles no bridge traffic [Line 2]. All other revenue and income [Line 3] consists of income derived from land leases. During the Forecast Year SPROC received revenue

for a one time "hold in place" fee from Chemical Lime for the Bisbee Jct. to Paul Spur segment of the Line. That contract has now expired. On a going forward basis there is a small amount of lease revenue estimated by SPROC management to be $3,264.

Turning to the expense side of Exhibit 1, SPROC incurred total on-branch costs [Line 5] of $485,785, $497,603, and $497,603 for each of these time periods. On-branch costs consist of six components, maintenance of way and structures [Line 5a], maintenance of equipment [Line 5b], transportation [Line 5c], general administrative [Line 5d], deadheading, taxi and hotel [Line 5e], and property taxes [Line 5k]. SPROC did not incur any charges in any other cost category of Line 5 and does not claim any return on value-locomotives because its engines are leased. It has no freight cars to claim a return of freight cars either.

SPROC's maintenance of way and structure costs [Line 5a] consists of three elements – normalized track maintenance, signal maintenance and normalized bridge maintenance. I am advised by counsel that the Board allows railroads seeking to abandon a line to include in their cost computations the normalized annual track maintenance costs instead of the actual costs. Based upon my personal experience, short line railroads should spend between $4,000 and $7,000 per track mile per year depending upon terrain, curvature, and other factors to keep a line in proper condition to meet Federal Railroad Administration Class I track standards. For my exhibit I elected to use $5,000 per mile as normalized track maintenance. There are a total of 60.9 miles of track on the abandonment candidate. Multiplying 60.9 times $5,000 yields

normalized track maintenance of $304,500. Applicant's counsel has cited to me several fairly recent Board decisions confirming my estimate of normalized annual track maintenance expenses. SPROC management indicated the on-branch signal maintenance is $6,400 per Year. In addition, management stated that $15,000 would be the normalized bridge maintenance expense. The combination of these three elements yields an on-branch maintenance of way cost of $325,900 for the Base, Forecast and Subsidy Years. Exhibits 4 lists the items included in maintenance of way. Exhibit 5 details the development of the line items and the source of information. (Both exhibits provide information about the development of the Exhibit 1 numbers.)

Maintenance of equipment expenses are for the lease and maintenance of one locomotive used exclusively on the Douglas Branch. SPROC's financial statements include four cost categories that cover locomotives. SPROC provided me with monthly income statements from October of 2004 through May of 2005. For the cost categories of locomotives leases, locomotive expense, and locomotive maintenance I divided the actual cost for the October – May period by eight and then annualized that product by multiplying by twelve. SPROC's now uses two locomotives. The fleet will be halved if the Douglas Branch is abandoned. Thus the final step to determine the on-branch expense for the Base Year was to divide the annualized numbers by 2. Base Year on-branch locomotive expenses for lease, expense and maintenance are $10,500, $4,055.73 and $11,446.37, respectively. For the Forecast Year I used the same level of on-branch expenses for the locomotive expense and locomotive maintenance.

SPROC management informed me that the monthly lease rate for the locomotive used on the Douglas Branch is $1,000 per month. For the Forecast Year I used $12,000 for locomotive lease expense. Total on-branch maintenance of equipment expenses are $26,002 for the Base Year and $27,502 for the Forecast and Subsidy Years. (See Exhibits 4 and 5 for more detail.)

Line 5c, Transportation covers the cost of the crew that serves the Douglas Branch, locomotive fuel, expenses to position the crew and car accounting. The branch is served by a two person train crew making a round trip once per week. The crew takes one day to get the train to the end of the line and the next day to return. SPROC management states the crew is paid $17.00 per hour and typically works 10 hours a day, eight at straight time and two overtime (1.5 times straight time). Multiplying this information out yields weekly cost of $568.00. For a 52 week year the crew wage cost is $29,536.00 for the Base Year. Management states the train employees were recently given a $.50 per hour increase. Thus for the Forecast and Subsidy Year weekly wages are $584.00 yielding an annual expense $30,368.00. Payroll taxes covering Railroad Retirement and Medicare are currently 20.25% of pay for rail employers. Payroll taxes are $5,981.04 for the Base Year and $6,149.52 for the Forecast and Subsidy Years. In addition there is a fringe expense for employees that cover such items as health insurance. To develop the fringe rate for transportation, the October – May financial data described above was annualized for the SPROC expense accounts Salaries – Transportation and Employee Fringe – Transportation. Then a percentage of fringes of salaries was developed. This percentage was applied against

Management indicates that the monthly fuel consumption for portion of the Douglas Branch from MP 1040.15 to MP1097.3 was 1,000 gallons per month. Management also states that the average cost of locomotive fuel for last year was $1.40 per gallon. Fuel expense for the Base Year was the result of multiplying 1,000 times $1.40 times 12. For locomotive fuel expense in the Forecast and Subsidy Year I used the same consumption rate but used $2.10 per gallon for fuel expense. This per gallon expense is on the low side of the current cost paid by the railroad companies I am associated with. Thus Forecast Year fuel expenses are projected to be $25,200.

An individual from the General & Administrative department drives a car to pick up and return the crew to Paul Spur. The cost of the individual is described below. The cost of the vehicle operation is included in transportation. The round trip mileage from SPROC offices to Paul Spur is 138 miles. The current IRS approved rate for automobile usage is $.405 per mile. There are two round trips per week. Thus the cost per week is $111.78 or $5,812.56 per year.

For the freight cars that move on-branch, SPROC is obligated to report to other railroads the time and mileage on the property using outside computer programs and manpower. To develop a car accounting expense, the SPROC expense account Car Accounting was annualized using the same process described above. SPROC management estimated the Base Year total carloads for the railroad of ____. The Base Year on-branch carload count is 412. In the Base Year on-branch carloads are 29.2% of total carload. This percentage was multiplied times the annualized car accounting

29.2% of total carload. This percentage was multiplied times the annualized car accounting expense to develop a cost of $1,788.24 for the Base Year. The same methodology was used for the Forecast Year yielding an expense of $1,822.96.

Summing the payroll, payroll taxes, fringe, auto expense and car accounting yields total on-branch transportation costs. The total on-branch cost for the Base Year is $64,480 and for the Forecast and Subsidy Year $73,915. (See Exhibits 4 and 5 for more detail.)

In the General & Administrative on-branch expenses include liability insurance and sales tax. SPROC management believes there would be a 10% reduction in liability insurance expense if the Douglas Branch is abandoned. I created an annualized liability insurance expense using the same methodology I have described above, i.e., dividing the October – May cost by eight and then multiplying by twelve. Ten percent of $35,762.51 is $3,576.25. This number was used for both the Base and Forecast Years. SPROC management provided their estimates of on-branch sales tax of $1,945 in the Base Year and $2,563 in the Forecast Year. Total General & Administrative expenses, Line 5d, are $5,521 in the Base Year and $6,140 in the Forecast and Subsidy Year.

One clerical person drives from and to Paul Spur to pick up and then return the train crew. This person makes the pick up on the first day and the return on the second. The round trip each day takes four hours. This individual was paid $13.50 in the Base Year and $14.00 in the Forecast Year. The cost per day in the Forecast Year is $54.00 and $56.00 in the Forecast and Subsidy Years. Two trips per week for 52

weeks yields a $5,646.00 expense in the Base Year and $5,824.00 cost in the Forecast and Subsidy Years. Payroll taxes at 20.25% of payroll are an expense of $1,137.24 in the Base Year and $1,179.36 in the Forecast and Subsidy Years. There is also a fringe expense for employee benefits. Using the same methodology described above for transportation fringe I annualized the SPROC expense account Employee Fringe – Administration then determined its percentage of total administration payroll. This percentage was applied against the on-branch payroll for a Base Year cost of $414 and a Forecast and Subsidy Year expense of $430. The total expenses of this employee on-branch for the Base, Forecast and Subsidy Years are $7,167, $7,433 and $7,433 respectively. These expenses are on Line5e – Deadheading, Taxi and Hotel. (See Exhibits 4 and 5 for more detail.)

SPROC claims no on-branch expenses for Lines 5f through 5j. As a stub end line there is no overhead movement, Line 5f. The agreement SPROC has with the Union Pacific railroad effectively eliminates car hire expense. Thus although the cars must be accounted for, there is no on-branch car hire expense on Line 5g. The railroad owns no freight cars or locomotives associated with the branch, Line 5h and Line 5i. The railroad had no revenue taxes therefore nothing is listed on Line 5j.

Line 5k is property taxes. SPROC paid $54,791.76 in centrally assessed property taxes and $29,318.24 locally assessed on-branch property taxes in 2004. To be conservative, for the Base Year half of the centrally assessed taxes plus all of the locally assessed taxes constitute property taxes for a total of $56,714. SPROC management has not received a 2005 property tax bill but believes it will be about the

same as the 2004 expense. The same property tax expense was use for the Forecast and Subsidy Years.

SPROC claims $40,837 in total off-branch costs [Line 6a] for the Base Year and $41,630 in total off-branch costs for the Forecast Year and the Projected Subsidy Year. These costs represent the expense of moving traffic to and from the Douglas Branch over SPROC's remaining seven miles from the Union Pacific interchange at Benson and Curtiss, the beginning of the Douglas Branch. I have computed these costs in accordance with the STB's methodology prescribed by 49 CFR 1152.32(n)(4). Exhibit 6 details the off-branch costs.

SPROC incurred a total of $526,622 in total avoidable costs for the Base Year and $539,234 in total avoidable costs for the Forecast Year and the Subsidy Year [Line 7] in connection with operation of the Douglas Branch. Subtracting the total avoidable costs from the revenues attributable [Line 4] produces avoidable losses from operations of $251,410 for the Base Year and $277,736 [Line 17] for the Forecast Year and the Subsidy Year.

The Douglas Branch is in need of considerable rehabilitation. Numerous bridges were damaged in summer storms that eventually forced an embargo of the line in June. A bid from Mountain States Contracting for storm damaged bridge repairs alone is $56,346. Osmose Railroad Services, Inc. surveyed all the bridges and determined that priority 2 and 3 repairs will be $731,500 not including the cost of mobilization. Finally, SPROC management received an estimate from Mountain States Contracting to restore the track to FRA Class 1 condition of $710,030 for the 60.9 miles of the Douglas

Branch. Line 8, Rehabilitation, is the sum of these three items [$1,497,876]. A 1% of revenue fee is allowed to cover management's expenses for overseeing rehabilitation work and is included on Line 9 [Administrative Costs, $2,615]. A casualty reserve amount is also allowed but SPROC would expect any subsidizer to hold the company harmless from any damage, death or injury or death resulting from operations of the line. SPROC would require the subsidizer to obtain insurance for an amount equal to SPROC's self insured retention. The sum of rehabilitation expense and administrative cost is $1,500,491 listed on Line 11. (See Exhibit 5 for more detail.)

Return of value or opportunity costs are also included in Exhibit 1 and calculatedon Lines 12 through 16. Working capital is calculated by subtracting equipment depreciation and return on value from On-branch Avoidable Costs [Line 5]. As there is no equipment included as on-branch, the Line 5 value [$497,603] is the same as annual cash cost for the Forecast and Subsidy Years. Working capital is allowed to be 15/365 of the value or $20,449 [Line12a]. Income Tax Consequences [Line 12b] is determined by subtracting from the net liquidation value of track and land the net book value of land and multiplying that result times the corporate income tax rate. Net Liquidation Value [Line 12c] is $5,647,436. The net liquidation value of track was developed by Kenneth Young. He states the track NLV is $5,385,208 which he rounded off at $5,400,000..

. SPROC management determined the land to be valued at at $347,875. To develop the net liquidation value of land, one must figure in the cost of selling the land, the fact that not all will be sold, and the time required to sell the land.. It was assumed

that 10% of the land would not be sold. For the property that would be sold, an 8% real estate commission was applied. Finally, it was assumed it would take three years to sell the land. The result of these three assumptions is a NLV of land of $247,436. (See Exhibit 5 for details.) From this amount is subtracted the net book value of land, $160,000 then multiplied by the effective tax rate. The parent of SPROC is a limited liability corporation and thus does not pay corporate taxes. For this analysis, however, I elected to use a rate of 38%, an amount typically used when income tax impacts are considered. The tax consequences [Line12b] is ($2,085,226). The sum of Lines 12a-c is $3,582,660 [Valuation of Road Properties, Line21d] for both the Forecast and Subsidy Year.

To determine opportunity costs, the valuation of road properties is applied to both the nominal rate of return percentage [Line 13, 15.1%] and holding gain percentage of 9.86%. (See Exhibit 7 for the calculation of the two percentages.) Nominal Return on Value [Line 14] is $542,148. The Holding Gain [Line 15] is $522,154. The difference of these two numbers is Total Return on Value [$19,994, Line 16] for both the Forecast and Subsidy Year.

SPROC's estimated Forecast Year Avoidable Loss [$297,730, Line 18] is the sum of the total return on value [$19,994, Line16] plus the avoidable losses from operations [$277,736, Line 17]. The Estimated Subsidy [$1,798,221, Line 19] is the sum of Avoidable Loss [$277,736, Line 17], Return on Value [$19,994, Line 16] and Total Subsidization Cost [$1,500,491, Line 11].

As a final item, Exhibit 3 shows the effect on net railway operating income of the

Douglas Branch. The top of the exhibit indicates the impact of the Douglas branch alone on net railway oprerating income. The bottom half of the exhibit shows the impact on the overall SPROC financial wellbeing.

SAN PEDRO RAIL OPERATING COMPANY, LLC
DOUGLAS BRANCH
Curtiss, AZ MP(7.0) to Paul Spur, AZ MP(67.9)

REVENUE AND COST DATA

	Base Year (Note 1)	Forecast Year (Note 2)	Projected Subsidy Year (Note 2)
REVENUES ATTRIBUTABLE FOR			
1. Freight Originated &/or Terminated On-branch	253,356	258,234	258,234
2. Bridge Traffic	-	-	-
3. All Other Revenue & Income	21,856	3,264	3,264
4. Total Revenues Attributable (Lines 1 Through 3)	$ 275,212	$ 261,498	$ 261,498
AVOIDABLE COSTS FOR			
5. On-branch Costs (Line 5a Through 5K)			
a. Maintenance of Way and Structures	325,900	325,900	325,900
b. Maintenance of Equipment	26,002	27,502	27,502
c. Transportation	64,480	73,915	73,915
d. General Administrative	5,521	6,140	6,140
e. Deadheading, Taxi and Hotel	7,167	7,433	7,433
f. Overhead Movement	-	-	-
g. Freight Car Costs (other than return on freight cars)	-	-	-
h. Return on Value - Locomotive	-	-	-
i. Return on Value - Freight Cars	-	-	-
j. Revenue Taxes	-	-	-
k. Property Taxes	56,714	56,714	56,714
Total On-branch Cost (Line 5)	$ 485,785	$ 497,603	$ 497,603
6. Off-branch Costs (Lines 6a and 6b)			
a. Off-branch Costs (other than return on freight cars)	40,837	41,630	41,630
b. Off-branch Freight Car ROI Costs	-	-	-
Total Off-Branch Cost (Line 6)	$ 40,837	$ 41,630	$ 41,630
7. Total Avoidable Costs (Line 5 Plus Line 6)	$ 526,622	$ 539,234	$ 539,234
SUBSIDIZATION COST FOR			
8. Rehabilitation (Note 3)	xxxx	xxxx	1,497,876
9. Administrative Costs (1% of Line 4)	xxxx	xxxx	2,615
10. Casualty Reserve Account (Note 4)	xxxx	xxxx	-
11. Total Subsidization Cost (Lines 8 Through 10)	xxxx	xxxx	1,500,491
RETURN OF VALUE FOR			
12. Valuation of Road Properties (Lines 12a Through 12c)			
a. Working Capital (Page 2)	xxxx	20,449	20,449
b. Income Tax Consequences (Page 2)	xxxx	(2,085,226)	(2,085,226)
c. Net Liquidation Value (Page 2)	xxxx	5,647,436	5,647,436
d. Total (Lines 12a Through 12c)	xxxx	3,582,660	3,582,660
13. Nominal Rate of Return (Exhibit 7)	xxxx	15.1%	15.1%
14. Nominal Return on Value (Lines 12 Times Line 13)	xxxx	542,148	542,148
15. Holding Gain (Loss) (Page 2)	xxxx	522,154	522,154
16. Total Return On Value (Line 14 Minus Line 15)	xxxx	19,994	19,994
17. Avoidable Loss From Operations (Line 4 Minus Line 7)	$ (251,410)	$ (277,736)	$ (277,736)
18. Estimated Forecast Year Avoidable Loss (Line 4 Minus Lines 7 and 16)		(297,730)	
19. Estimated Subsidy (Line 4 Minus Lines 7, 11 and 16)			(1,798,221)

VERIFICATION

STATE OF CONNECTICUT)
SS Old Lyme, Ct
TOWN OF OLD LYME)

Robert C. Finley, being duly sworn according to law, hereby deposes and states that he is authorized to make the Verification, has read the foregoing document, and knows the facts asserted therein are true and accurate as stated, to the best of (her)his knowledge, information and belief.

Subscribed and sworn to before me, a Notary Public, in and for the Town of Old Lyme in the State of Connecticut, this 14th day of October, 2005.

Susan N. Fairbanks
Notary Public

My Commission expires:

7/31/06

ROBERT C. FINLEY—Principal

M.B.A Finance, Wharton School of the University of Pennsylvania
B.A. Economics and Accounting, Muskingum College

Robert Finley has close to three decades of executive experience in the transportation industry, specifically in the areas of finance, marketing, workouts, acquisitions, and leasing. He has successfully reduced costs and increased productivity for a number of companies, while carefully balancing performance and market demand. In addition to establishing aggressive line sales, he spearheaded a small company's growth from $5 million to $30 million; he restructured a failing company, for which he attained equity infusion and restored profitability; and he implemented a new form of tax advantage financing for regional railroads. Mr. Finley is recognized for his innovative marketing and finance techniques.

Mr. Finley advised the Transport Reform Unit of the Victoria, Australia, government about the financial strategies for privatization of their freight and passenger railroad operations. Initial studies for the state indicated the freight operations could be sold for $20 to $40 million but would require financial assistance and subsidies. Based on Mr. Finley's suggested alterations to the financial plan and offering memorandum, the freight operations were sold for $167 million with no requirements for state assistance.

He has acted as the independent financial analyst for the Federal Railroad Administration determining the viability of regional and shortline railroads applying for government loans under the Railroad Rehabilitation and Improvement Financing Program (RRIF). These assignments are particularly challenging as the analysis has to determine that the applicant could not obtain conventional financing but will be able to repay the Federal government over a more extend period of time.

Mr. Finley assisted the Camas Prairie RailNet in one of the few heavily contested abandonment applications since the formation of the Surface Transportation Board. His responsibilities included preparation of carload costing projections using the Uniform Rail Costing System (URCS) and financial statements based on those projections.

Mr. Finley advised the trustee of the bankrupt Bangor & Aroostook Railroad about the financial viability of certain segments of the property. In this capacity he had to develop forecasts of income and estimates of expenses with a minimum of historical information due to the reorganization of the property. He then created the exhibits necessary for file for abandonment.

He has assisted the British Columbia government while it was selling its BC Rail operation. In the assignment Mr. Finley assembled financial impact statements assuring the government that it was receiving fair value in the sale.

Currently Mr. Finley assists the Housatonic Railroad, a shortline railroad located in western Massachusetts and Connecticut, and Iowa Pacific Holdings, a shortline holding company based in Chicago, serving each as their Vice President of Finance. In these part time jobs he oversees the finance and many administrative functions of the properties.

MAJOR ACCOMPLISHMENTS

As executive vice president of Iowa Interstate Railroad Limited, a $30 million regional railroad operating from Chicago to Omaha, he directed finance and human resources. He directly affected all corporate functions, organizing the company from near bankruptcy and coordinated debt restructuring and equity infusion. Among numerous successful accomplishments at Iowa Interstate, Mr. Finley:

- Helped merge Iowa Interstate, at the time an almost bankrupt railroad, with Heartland Rail Corporation. He negotiated with creditors, found new sources of secured debt, gained approval from government lenders, issued stock, centralized corporate offices and stabilized the financial structure and profitability of the line—all within a single year.
- Reorganized the corporate accounting department, solving an outside auditor's premerger "material weakness qualification."
- Managed a 1993 flood crisis, not only saving the company but also turning a modest profit.
- Identified a willing investor whose major cash injection stabilized the company's financial position.
- Negotiated debt restructuring through a tax-advantaged sale/leaseback of in-use mainline rail, generating $11.8 million in the process, and he utilized NOLs, lowering cash needs by $1.1 million.
- Acquired rail lines in the Des Moines area, thus boosting Iowa Interstate's customer base.
- Lowered liability and property insurance expenses by 50 percent.
- Convinced Iowa Interstate's largest customer to stay in Iowa by building a new rail yard, intermodal transfer facility and engine repair facility, using grants and forgivable loans from the state and county.
- Thwarted another company's unacceptable attempt to purchase Iowa Interstate.

- Developed a cost accounting system and model that enabled Iowa Interstate to set prices that fully reflected allocated costs, thus ensuring that all traffic moved at a profit.

As vice president of Chicago West Pullman Transportation Corporation, a growth and acquisition-oriented company, Mr. Finley managed all aspects of new property purchases while assisting in selected marketing efforts. Specifically, he:

- Grew the company from four to seven operating properties, increasing revenues by $25 million.
- Developed an acquisition strategy, identified purchase candidates, assembled proposals, managed bidding, coordinated purchases and assisted in the start-up of the acquisitions.
- Implemented a new business plan that turned around a stagnant property and grew the business 25 percent.
- Coordinated financing with a holding company and directed customer service and sales for selected properties.

As assistant vice president of marketing services at the Southern Pacific Transportation Company, a $3 billion railroad, Mr. Finley directed a staff of 40, including market research, intermodal development, labor negotiations, telemarketing, advertising, freight equipment planning, information systems and branch line development and abandonment. In this position, he:

- Set the company's commercial direction to help it become an aggressive user of the newly deregulated environment.
- Eliminated circuitous routing (in transit storage), resulting in a savings of $50 million and causing minimal disruption to customers and competing railroads.
- Liquidated $10 million of losing operations and sold $50 million of unprofitable operations for $75 million.
- Negotiated union contract rule changes that enabled the company to capture $25 million in new revenues. The company subsequently received the Golden Freight Car, which recognizes the most innovative marketing program.

He has been responsible for the finance and administrative functions of two start-up corporations. One, a publicly financed venture, was an attempt to privatize the railroad equipment maintenance for the Massachusetts Bay Transportation Authority. Mr. Finley was coordinating the hiring of more than 500 people in less than six weeks when the effort was thwarted by legal and political issues outside of the venture's control. A second venture, privately funded, reintroduced the use of railroad boxcars for fast delivery of small volume shipments.

Mr. Finley has also held positions with the United States Railway Association and the Southern Railway System.

EXHIBIT F

APPRAISAL
(Separate Document)

Verified Statement of
Kenneth D. Young

Kenneth D. Young, being duly sworn, deposes and states as follows;

1. My name is Kenneth D. Young. My business address is 1066 Florida, Suite 101, Elk Grove, Illinois 60007. I appear on behalf of the Arizona Railroad Group and the San Pedro Railroad Operating Company, LLC., Applicant in this abandonment proceeding. I am the owner and director of valuation/appraisal services for Kenneth Young & Associates. My responsibilities include the review and the technical appraisal for valuation studies regarding railroad track structure and real estate. I have over twenty-five years of appraisal experience in the construction and real estate valuation industry with particular emphasis on railroad assets. I have appraised over 25,000 miles of railroad track structure and railroad rights-of-way. A copy of my resume indicating my background, former employment, professional memberships and representative engagements is attached. These qualifications are also attached to the Kenneth Young & Associates NLV Appraisal Report dated October 14, 2005 prepared for the San Pedro Operating Company, LLC (SPROC).

2. My firm of Kenneth Young & Associates was retained by the San Pedro Railroad Operating Company and Mr. David Parkinson to assist with and prepare a net liquidation value (NLV) appraisal for the San Pedro & Southwestern Railroad line that extends from Curtiss to Paul Spur (Forrest), Arizona, said line located in Cochise County, Arizona. The purpose of the appraisal was to prepare an estimate of NLV for the track assets (rail, switches and ties) owned by the SPROC. The values are to be used in the petition for abandonment before the Surface Transportation Board (STB). Docket Number: **AB-1081X**

3. The methodology employed to perform this engagement includes a site inspection of the assets to determine condition of the rail, ties, and switches, preparing an inventory of rail and track assets, a review of track structure maintenance records and research into current relay rail and scrap rail pricing. Industry standard publications such as the *American Metal Market* were consulted and used in the preparation of this pricing. After an inventory was prepared, market rail/tie prices were applied to these quantities to determine a gross value of the assets in-place. The final step in the process was to deduct track removal costs, road crossing restoration costs, and shipping, rail/tie disposition costs to the regional market areas. The result is a Net

Liquidation Value estimate for the metals (rail and other track material) and ties. Our NLV appraisal report includes only rail, other track material (OTM), switches and ties. Kenneth Young & Associates NLV report excludes the underlying land, buildings, rolling stock or maintenance-of-way equipment.

4. Our estimate of Net Liquidation Value for the subject track assets of the SPROC as of September 26, 2005 is $5,400,000 (Five Million Four Hundred Thousand Dollars). With the amount stipulated subject to the Statement of Limiting Conditions within the NLV report.

5. Past appraisal experience with this operating railroad system includes preparing a Net Liquidation Value Appraisal of the same assets for the LaSalle Bank N.A., Surface Transportation Group, Chicago, Illinois. The LaSalle Bank retained the services of Kenneth Young & Associates in November of 2003 to prepare a an estimate of net liquidation value for financing purposes with said track assets to be used as a collateral basis for a loan.

Kenneth D. Young

VERIFICATION

State of Illinois)
) SS
County of Cook)

Kenneth Young, being duly sworn according to law, hereby deposes and states that, he has been authorized to make the Verification, has read the foregoing document, and knows the facts asserted therein are true and accurate to the best of his knowledge, information, and belief.

Kenneth Young

Subscribed and sworn to before me, a Notary Public, in and for the City/Village of Schaumburg, IL in the State of Illinois, this 13th Oct day of 2005.

Notary Public

"OFFICIAL SEAL"
Mohammed Mushtaq
Notary Public, State of Illinois
My Commission Expires April 8, 2009

My Commission expires:

APR 8, 2009

KENNETH D. YOUNG
DIRECTOR OF RAIL VALUATION SERVICES
PROFESSIONAL QUALIFICATIONS

EXPERIENCE

Mr. Young is the owner and Director of Rail Valuation Services for Kenneth Young & Associates. His responsibilities include review and technical appraisal for valuation studies of track structure, real estate, and rolling stock/maintenance-of-way equipment. In addition to the technical aspects he is responsible for all inquiries regarding governmental or other judicial reviews of railroad appraisal issues.

Mr. Young's work history includes over twenty-five years experience in the construction and real estate valuation industry. This experience includes construction cost estimating, supervising construction projects, and appraisal of real estate and track structure for Class 1 railroads, regional railroads and short line operators. Engagements include appraising railroad rights-of-way for donation purposes, estimating net liquidation values for STB abandonment proceedings, and determination of market value of branch lines regarding their sale to short line operators. Other appraisal engagements include replacement cost studies for track infrastructure and testimony regarding valuation issues for railroad bankruptcy proceedings. Mr. Young has appraised over 25,000 miles of right-of-way.

PREVIOUS EXPERIENCE

Prior to forming Kenneth Young & Associates, Mr. Young was employed as National Manager Rail Appraisal for the Chicago based Lloyd-Thomas Company. Prior to the Lloyd-Thomas Company, Mr. Young was employed for six years by Ernst & Young LLP as a Senior Manager - Real Estate Services. Prior to Ernst & Young, Mr. Young was for twelve years, Vice-President - Engineering Services for Val-Tech Associates, a national valuation/appraisal firm.

EDUCATION

Construction Engineering
Purdue University 1972

R.S. Means Company, Inc.
Computerized Cost Estimating

Wilson Management Group
Construction Claims & Delays

RCON Services
Understanding Track Structure

PROFESSIONAL MEMBERSHIPS

Member, American Association of Cost Engineers (AACE) #2371
Member, American Railway Engineering & Maintenance of Way Association (AREMA)
Member, International Association of Right-of-Way Appraisers, (IRWA) #3667
Member, Rails to Trails Conservancy #01964899
Member, American Railway Development Association (ARDA)

Representative Engagements

The Ann Arbor Railroad (1988)
Valuation of r-o-w including track structure & real estate for purchase price allocation. Ann Arbor, Michigan to Toledo, Ohio. Approx 60 miles of operating railroad.

Minnesota Transfer Railway (1988)
Valuation of real estate & track structure for dissident shareholder action. St. Paul, MN. 40 miles of operating railroad.

The LaSalle Bank, Surface Transportation Group, Chicago, IL. (1996 - 2005)
Valuation of track structure for asset based financing. Net Liquidation Values (NLV) for multiple short line rail operators in U.S. and Canada. Over 2,000 miles of r-o-w.

Norfolk Southern Corporation (1986)
Valuation of railroad bridges for donation purposes to the Virginia Dept. Conservation. New River, Virginia, Pulaski County, 60 bridges over 62 miles of r-o-w.

Denver, Rio Grande, & Western and the Southern Pacific Railroad. (1988)
Appraisal of real estate & track structure for the Peninsula Branch, San Fran to San Jose, CA. 60 miles of operating r-o-w.

Sante Fe Pacific Railroad (1983)
Engineering analysis of M-O-W gang labor for time/motion studies regarding tie insertion and removal rates. Western U.S.

The SOO Line (1988)
Surplus property inventory of non-operating properties in Illinois, Wisconsin, North/South Dakota & Montana Over 2,000 miles of r-o-w inspected and inventoried.

Genesee & Wyoming, Inc. (2001)
Fair market appraisal of the fixed assets for the South Buffalo Railway Co., acquisition and purchase price allocation of fixed assets. Lackawanna, New York. - 52 track miles.

Union Pacific Railroad (1987)
Real estate appraisal of 41 branch lines in MO, TX, KS, ID, CA, NM, LA, & AZ. Line disposition program. 1,900 miles of r-o-w.

North American RailNet (2000)
Determination of Net Liquidation Values of real estate and track structure for STB line abandonment purposes. Camas Prairie Railroad Second Subdivision. Lewiston, Idaho. 66 miles

Chicago SouthShore & South Bend Freight Railroad (2002)
Valuation of real estate and bridge structure for recreational trail donation purposes to Michigan City, Indiana

City of Wisconsin Rapids, Wisconsin (2003)
Appraisal of Wisconsin Central Ltd., former SOO line railroad right-of-way for use as a recreational/bike trail.

Illinois Central Railroad (1988)
System track asset valuation for allocation of purchase price to track structure, real estate, and rolling stock. 2,800 miles of r-o-w.

Union Pacific/MKT Railroad (1987)
System valuation for allocation of purchase price to track structure, real estate, and rolling stock. 9,000 miles of r-o-w.

CN/Illinois Central Railroad (2001)
Valuation of r-o-w easement for oil pipeline crossing purposes. Effingham, Illinois

Representative Engagements

Canadian National/ Chicago, Central & Pacific Railroad (2003)
Appraisal of a former rail yard land parcel located in Galena, Illinois. Determination of Market Value in a condemnation proceeding by the city.

Belt Railway Company of Chicago (2002)
Appraisal of a segment of an operating rail yard located in Chicago, adjacent to Midway Airport. Determination of Market Value for use in a sale/purchase agreement with the City of Chicago.

Canadian National / Wisconsin Central RR
Appraisal of over 25 segments of railroad rights-of-way located within the State of Wisconsin. Assets include land, earthwork, and bridges for use within a recreational trail scenario. Over 600 miles of r-o-w valued. (1996 - 2004)

Montreal, Maine & Atlantic Railway, Ltd. Bangor, Maine (2005)
Appraisal for NLV purposes of 260 miles of track structure and real estate for bank financing purposes. Province of Quebec, Canada.

Canadian National / Illinois Central RR
Appraisal of 60 miles of r-o-w located in a three county area east of Natchez, Mississippi. Determination of NLV for land in a petition to abandon before the STB. (2005)

Canadian Pacific Railroad (2003)
Appraisal of former railroad r-o-w located in Libertyville, Illinois. Determination of market value for sale/purchase negotiations with a private buyer.

OmniTrax (2001)
Appraisal of two segments of former railroad right-of-way (12 miles and 30 miles) located in within the State of Kansas. Donation of one corridor to City of Wichita and one to the State for use as a recreational trail.

Ironhorse Resources, Inc. (2004)
Appraisal of the Mississippi-Tennessee Railway segment for STB abandonment purposes. Net Liquidation Value appraisal of real estate. 3 county area, from Houston to New Albany, Mississippi. 40 miles

National City Bank - Cleveland, Ohio
Appraisal of the Ashland Railway Co.'s track structure, 35 miles of r-o-w between Mansfield and West Salem, Ohio. Rail and Ties only, for asset based loan collateral purposes. (2005)

The Trust for Public Land
Appraisal of the St. Louis Terminal Railroad "elevated bridge line" for use as a recreational trail.

Client References
Kenneth Young & Associates
Rail Valuation Services

Mr. John Heffner
Transportation Attorney
John D. Heffner, LLC
Washington, D.C.
(202) 263-4180

Mr. Robert Fowler
President
Rail Property Management
Clarendon Hills, Illinois
(630) 325-6602

Mr. Robert Hart
Senior Vice President
LaSalle Bank N.A.
Surface Transportation Group
Chicago, Illinois
(312) 904-7136

Mr. Samuel Kresen
Director Corporate Tax
Transtar (U.S. Steel Railroads)
Monroeville, PA.
(412) 829-6793

Mr. Robert Wedam
Vice President/Operations Analysis
Canadian National / Midwest Division
Homewood, Illinois
(708) 332-3617

EXHIBIT G

(OMITTED)

EXHIBIT H

STAR PUBLISHING COMPANY

Tucson, Arizona

STATE OF ARIZONA)
COUNTY OF PIMA)

Janice Anderson, being first duly sworn deposes and says: that she is the Legal Advertising Representative of the **STAR PUBLISHING COMPANY**, a corporation organized and existing under the laws of the State of Arizona, and that the said **STAR PUBLISHING COMPANY** prints and publishes The Arizona Daily Star, a daily newspaper printed and published in the City of Tucson, Pima County, State of Arizona, and having a general circulation in said City, County, State and elsewhere, and that the attached

Legal Notice

was printed and published correctly in the entire issue of the said The Arizona Daily Star on each of the following dates, to-wit:

October 8, 2005

Janice Anderson

Subscribed and sworn to before me this 10th day of October, 2005

Yolanda S. Gonzales
Notary Public

YOLANDA S. GONZALES
Notary Public – Arizona
Pima County
Expires 09/30/06

My commission expires _____

TNI AD NO. 4192006

San Pedro Railroad Operating Company, LLC d/b/a San Pedro & Southwestern Railroad (SPROC) gives notice that on or about October 10, 2005, it will file with the Surface Transportation Board a petition for exemption under 49 U.S.C. 10502 from the prior approval requirements of 49 U.S.C. 10903 et seq. permitting the abandonment of four segments of railroad in Cochise County, Arizona. The segments to be abandoned include the segment of railroad designated as the Bisbee Branch, which extends between milepost 1085.0 at Bisbee Junction, AZ, and milepost 1090.6 at Bisbee, AZ, a distance of 5.6 miles. The remaining segments are collectively designated as the Douglas Branch and include the line of railroad extending between milepost 1097.3 near Paul Spur, AZ, and milepost 1106.5 near Douglas, AZ, a distance of 9.2 miles; the line of railroad extending between milepost 1055.8 near Charleston, AZ, and milepost 1097.3 near Paul Spur, AZ, a distance of 41.5 miles; and the line of railroad extending between milepost 1040.15 near Curtiss, AZ, and milepost 1035.8 near Charleston, AZ, a distance of 19.8 miles. The subject lines traverse United States Postal Service Zip Codes 85502, 85603, 85607, and 85615. The proceeding has been docketed as STB Docket Number AB-1031X.

The Board's Section of Environmental Analysis (SEA) will generally prepare an Environmental Assessment (EA), which will normally be available 60 days after the filing of the petition for abandonment exemption. Comments on environmental and energy matters should be filed no later than 30 days after the EA becomes available to the public and will be addressed in a Board decision. Interested persons may obtain a copy of the EA or make inquiries regarding environmental matters by writing to SEA, Surface Transportation Board, Washington, DC 20423 or by calling SEA at 202-565-1545.

Appropriate offers of financial assistance to continue rail service can be filed with the Board. Requests for environmental conditions, public use conditions, or rail banking/trails use also can be filed with the Board. An original and 10 copies of any pleading that raises matters other than environmental issues (such as trail use, public use, and offers of financial assistance) must be filed with the Board's Office of the Secretary, 1925 K Street, NW, Washington, DC 20423 (See 49 CFR 1104.1(a) and 1104.3(a)), and one copy must be served on applicants' representative (see 49 CFR 1104.12(a)). Questions regarding offers of financial assistance, public use or trail use may be directed to the Board's Office of Congressional and Public Services at 202-565-1594. Copies of any comments or requests for conditions should be served on the applicant's representative: John D. Heffner, PLLC, 1920 N Street, NW, Suite 800, Washington, DC 20036.

Publish October 8, 2005
The Arizona Daily Star
Tucson Citizen

EXHIBIT I

(Separate Document)

EXHIBIT J

(Separate Document)

EXHIBIT K

(Separate Document)

EXHIBIT L

(OMITTED)



ORIGINAL

EXHIBIT B

OCT 27 2005
RECEIVED

COMBINED ENVIRONMENTAL AND HISTORIC REPORT
Environmental Issues

The following information is provided in accordance with 49 C.F.R. § 1105.7:

(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.

San Pedro Railroad Operating Company, LLC (SPROC) resubmits its previously filed petition for exemption for authority to abandon and discontinue service over four segments of rail line in Cochise County, AZ ("the subject lines"). By decision served September 15, 2005, the Surface Transportation Board (the "STB" or "the Board") denied SPROC's petition for lack of documentation and invited SPROC to refile a more fully documented abandonment petition or formal application for abandonment.

SPROC had previously sought and now renews its request for an exemption permitting it to abandon the subject rail lines which includes (1) the segment of railroad extending between milepost 1085.0 at Bisbee Junction, AZ, and milepost 1090.6 at Bisbee, AZ, a distance of 5.6 miles; (2) the segment of railroad extending between milepost 1097.3 near Paul Spur, AZ, and

milepost 1106.5 ner Douglas, AZ, a distance of 9.2 miles; (3) the segment of railroad extending between milepost 1055.8 near Charleston, AZ, and milepost 1097.3 near Paul Spur, AZ, a distance of 41.5 miles; and (4) the segment of railroad extending between milepost 1040.15 near Curtiss, AZ, and milepost 1055.8 near Charleston, AZ, a distance of 19.9 miles.[1] The subject line traverses United States Postal Service Zip Codes 85602, 85603, 85607, and 85615.[2]

Up until June 16, 2005, the subject line carried coal and coke for one customer, Chemical Lime, from Curtiss to Chemical Lime's plant at Paul Spur. That freight was handled in one weekly train consisting of one locomotive and 8-10 carloads. On that date and at the direction of the Federal Railroad Administration, SPROC was forced to embargo the subject rail line south of MP 1044.4 on account of a damaged bridge at that

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[1] This distance of 19.9 miles is correct. The mileposts along this segment do not line up properly.

[2] Abandonment authority for the first and second segments was obtained on October 12, 1995. See SWKR Operating Co.–Abandonment Exemption–in Cochise County, AZ, STB Docket No. AB-441 (Sub-No. 1X) (STB served Oct. 12, 1995). Beginning February 24, 1997, these segments were operated under an agreement for trail use/rail banking, however, in October of 2003, SPROC acquired common carrier authority over these segments.

Abandonment authority for the third segment was obtained on February 14, 1997. See SWKR Operating Co.–Abandonment Exemption–in Cochise County, AZ, STB Docket No. AB-441 (Sub-No. 2X) (STB served Feb. 14, 1997). Beginning, August 17, 1998, these segments were operated under an agreement for trail use/rail banking, however, in October of 2003, SPROC acquired common carrier authority over these segments.

Abandonment authority for the fourth segment was obtained on November 4, 2003. See SWKR Operating Co.–Abandonment Exemption–in Cochise County, AZ, STB Docket No. AB-441 (Sub-No. 3X) (STB served Nov. 4, 2003). However, at the request of the petitioner, by decision served on December 17, 2003, the Board vacated the November 4, 2003, decision and dismissed the petition for exemption. Since October 2003, SPROC has had common carrier authority over this segment.

location. That embargo terminated all rail service to Chemical Lime. In addition, the line recently suffered significant damage to its track structure between milepost 1061.9 (formerly milepost 33) and milepost 1077.9 (formerly milepost 49). SPROC has proposed to Chemical Lime to can handle that shipper's freight at a transload facility it would construct at Curtiss, AZ; however, the parties have yet to reach any agreement on this matter.

SPROC believes that the subject line, to the extent that it is not already being put to an alternate use, may be suitable for alternate public use, including trail use/rail banking.

The only alternative to abandonment would rehabilitate and continue to maintain and operate the subject lines. SPROC believes that an insufficient volume of traffic exists on the subject line to justify the substantial costs of such rehabilitation, maintenance and operation.

(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.

SPROC anticipates that the proposed action will have minimal effect on regional or local transportation systems. If this abandonment is approved, SPROC could move the freight that

it formerly transported by rail for Chemical Lime to its Paul Spur plant to a transload facility at Curtiss for movement by truck to Paul Spur, AZ.

On August 5, 2005, the STB's Section of Environmental Assessment (SEA) issued a decision finding that abandonment of the line would not significantly affect the quality of the human environment, and completion of an environmental impact statement process was unnecessary and soliciting public comment. There is no reason to believe that the re-filing of this abandonment request would result in a different conclusion by the SEA.

(3) Land Use

(i) Based on consultation with local and/or regional planning agencies and/or 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.

SPROC believes that the proposed action will not be inconsistent with local land use plans. On September 23, 2005, SPROC's counsel contacted officials in Cochise County seeking information as to the current land use plans for each jurisdiction. See Attachment 1. SPROC will provide SEA with copies of any replies as soon as they are received.

(ii) Based on consultation with the U.S. Soil Conservation Service, state the effect of the proposed action on any prime agricultural land.

On September 23, 2005, SPROC contacted the appropriate National Resource Conservation Services Office[3] and is currently awaiting their response. See Attachment 2. A copy of its reply to SPROC's previous petition is submitted as Attachment 2-A.

(iii) If the action affects land or water uses within a designated coastal zone, include the coastal zone information required by § 1105.9.

The subject lines do not pass through a designated coastal zone.

(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. 10906 and explain why.

SPROC believes the subject line's right-of-way is suitable for alternative public use, specifically for a recreational trail under the National Trails Act. The first 20 miles of the right-of-way south of Curtiss lies in the San Pedro Riparian National Conservation Area and may be suitable for a trail.[4] SPROC intends to discuss alternate public uses of the right-of-way with affected local interests as well as with Arizona transportation agencies.

(4) Energy

[3] Formerly the U.S. Soil Conservation Service.

[4] SPROC holds an easement to this segment. UP owns the underlying right-of-way.

(i) Describe the effect of the proposed action on the 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 date and methodology used to arrive at the figure given.

The proposed abandonment will have no effect on the transportation of energy resources. There will be no effect on the transportation of recyclables. The proposed action will increase overall energy efficiency by saving the energy that would otherwise be needed to maintain the unused subject line. The proposed action will not cause a diversion from rail to motor carrier that exceeds the above thresholds.

(5) Air

Will the proposed action result in (A) a minimum increase in rail traffic of 100 percent (measured in gross tons annually) or eight trains per day on an affected rail line, (B) an increase in rail yard activity of 100 percent as measured in carload activity or (C) an increase in motor carrier traffic of either 50 vehicles per day or an increase in truck traffic exceeding 10 percent of the average daily traffic on a given highway segment? If any of the enumerated thresholds is exceeded, quantify the anticipated increase in air emissions. If a Class I or nonattainment area is affected, are increased emissions within parameters of the affected State Implementation Plan?

The above thresholds will not be exceeded. See (2) above.

(6) Noise

If any of the thresholds identified in item (5) is surpassed, state whether the proposed action will cause an increase in noise levels exceeding either (1) a three decibel Ldn incremental increase or (ii) 65 decibels?

The above thresholds will not be exceeded.

(7) Safety

(i) Describe any effects of the proposed action on public health and safety (including vehicle delay time at railroad grade crossings).

SPROC believes that the proposed action will have no impact on public safety.

(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.

The proposed action is an abandonment, therefore, no carrier would be transporting hazardous materials over the subject lines.

(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.

No known hazardous waste sites exist on the subject line, and SPROC is not aware of any hazardous materials spills that may have occurred along the right-of-way.

(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.

On September 23, 2005, SPROC's counsel contacted the U.S. Fish and Wildlife Service about the proposed action. See Attachment 3. SPROC does not believe that the abandonment will affect any endangered or threatened species or critical habitats. SPROC will provide SEA with a copy of that agency's response upon its receipt.

(ii) State whether wildlife sanctuaries or refuges, National or State parks or forests will be affected and describe any effects.

SPROC does not anticipate that the abandonment will affect any wildlife sanctuaries or refuges, or National or State parks or forests. Nevertheless, SPROC has contacted the National Park Service to obtain its views and will furnish SEA with the comments it receives. See Attachment 4.

(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 inconsistency.

No in-stream salvage operations will be required. No action known to be inconsistent with federal, state, and/or local water quality standards is contemplated. If any permits or applications are found to be necessary, they will be obtained and any conditions or procedures required by regulatory agencies will be complied with. SPROC has contacted state and federal agencies in Arizona responsible for environmental matters. See Attachments 5 and 5A. Copies of their responses will be furnished upon receipt.

(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 affects.

On September 23, 2005, SPROC has contacted the U.S. Army Corps of Engineers. See Attachment 6. While SPROC does not anticipate that any permits under Section 404 will be required or that any designated wetlands or 100-year flood plains will be affected, SPROC will provide SEA with the Corps of Engineers' response.

(iii) State whether permits under section 402 of the Clean Water Act (33 U.S.C. 1342) are required for the proposed action.

On September 23, 2005, SPROC has contacted both the U.S. Environmental Protection Agency and the environmental agency in Arizona regarding this question and will provide their comments once received. See Attachments 5 and 5A. SPROC does not anticipate that any permits will be required.

(10) Proposed Mitigation

Describe any actions that are proposed to mitigate adverse environmental impacts, indicating why the proposed mitigation is appropriate.

SPROC does not expect any adverse impacts, therefore it is not proposing any mitigation measures.

Historic Issues

(1) Topographic Map

SPROC had furnished a copy of a topographic map of the subject line between milepost 1040.15 near Curtiss, AZ, and milepost 1055.8 near Charleston with the final environmental and historic report submitted with its previous abandonment petition. Should the SEA or the Arizona State Historic Preservation Office (ASHIPO) desire an additional topo map with this filing, it will be submitted with the final version of this report as Attachment 7.

(2) Description of the subject line

The subject line includes (1) the segment of railroad extending between milepost 1085.0 at Bisbee Junction, AZ, and milepost 1090.6 at Bisbee, AZ, a distance of 5.6 miles; (2) the segment of railroad extending between milepost 1097.3 near Paul Spur, AZ, and milepost 1106.5 near Douglas, AZ, a distance of 9.2 miles; (3) the segment of railroad extending between milepost 1055.8 near Charleston, AZ, and milepost 1097.3 near Paul Spur, AZ, a distance of 41.5 miles; (4) the segment of railroad extending between milepost 1040.15 near Curtiss, AZ, and milepost 1055.8 near Charleston, AZ, a distance of 19.9 miles.

Except at station and yard locations, the rights-of-way are generally 100 feet wide, 50 feet on each side of the center line. The topography of the area is curvy with some gentle grades and high desert. The surrounding land has scrub brush and mesquite.

From Curtiss at milepost 1040.15 southward for 20 miles, SPROC owns the track materials and operates over the right-of-way via an easement granted by Union Pacific Railroad Company, who owns the underlying right-of-way. This section of the line runs through the San Pedro a National Riparian Area and will become a trail upon abandonment.

(3) Photographs of structures at least 50 years old

SPROC had previously communicated with the ASHIPO on the need to submit color photographs for the subject line. ASHIPO had stated that it would verify to the Board in writing that, in the historic review process of those recent abandonment proceedings, it satisfactorily reviewed the segments between Charleston and Paul Spur, between Paul Spur and Douglas, and between Bisbee Junction and Bisbee. It concluded that no historic structures exist along these segments, that it does not need to review color photographs of structures along these segments in order to make a current assessment of any historic preservation impacts that should occur, and that it had no objection to the Board waiving this requirement for color photographs as to these segments. The Board waived that requirement upon receiving the ASHIPA's written acknowledgment. from the ASHIPA, it would consider waiving this requirement. Because SPROC is now resubmitting this abandonment request for exactly the same track and right of way and this environmental and historic report is substantially the same as that submitted with the previous request, SPROC requests that the SEA and the ASHIPA agree to waive the color photograph requirement. However, SPROC is submitting photocopies, or black-and-white

print-outs, of all photographs submitted with its previous petition as Attachment 8.

(4) Dates of construction/alteration of structures

SPROC is unaware of the exact dates of construction or alteration of the structures along the line, therefore it is treating each bridge as if it were at least 50 years old.

(5) History of carrier operations

By notice served on November 21, 2003, the STB authorized SPROC to acquire from SWKR Operating Co., Inc. and to operate the subject line.[5] Since 2004, SPROC has conducted limited operations for Chemical Lime over the segments from Curtiss to Charleston and from Charleston to Paul Spur. SPROC serves no shippers over the segments from Paul Spur to Douglas or from Bisbee Junction to Bisbee; therefore it has neither rehabilitated these segments nor conducted operations over them. As noted previously, on June 16, 2005, SPROC has embargoed the line south of milepost 1044.4 and has not conducted any railroad operations beyond that point.

(6) Documents in carrier's possession

SPROC possesses no documents pertaining to historic structures along the line.

---

[5] See San Pedro Railroad Operating Company, LLC—Acquisition and Operation Exemption—SWKR Operating Co. Inc., (STB Finance Docket No. 34430) (STB served Nov. 21, 2003).

(7) Eligibility for National Register; archeological resources

SPROC is unaware of any structures on the right-of-way that are eligible for listing in the National Register. On September 23, 2005, it contacted the State Historic Preservation Officer and is awaiting a reply. See Attachment 9. SPROC will forward to SEA any comments it receives.

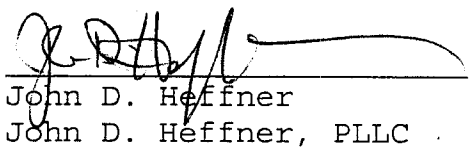
(8) Description of ground disturbance or fill

SPROC believes that there are no existing records as to the nature of any known subsurface ground disturbance or fill, or environmental conditions that might affect the archeological recovery of any potential resources.

Certification

In accordance with the requirement at 49 CFR 1105.7(c), the undersigned certifies that it has sent a copy of the Environmental and Historic Report to all agencies listed at 1105.7(b) and to the State Historic Preservation Officer and that it has consulted with these agencies in preparing this report.

Respectfully submitted,

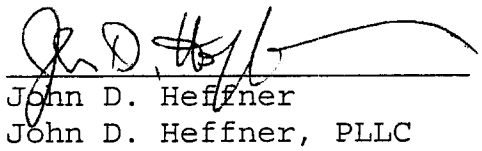


John D. Heffner
John D. Heffner, PLLC
1920 N Street, N.W.
Suite 800
Washington, D.C. 20036
Telephone: (202)263-4180

Counsel for San Pedro
Railroad Operating
Company, LLC

Dated: October 14, 2005

Respectfully submitted,



John D. Heffner
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Suite 800
Washington, D.C. 20036
Telephone: (202)263-4180

Counsel for San Pedro
Railroad Operating
Company, LLC

Dated: September 23, 2005

ATTACHMENT 1

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j.heffner@verizon.net

September 23, 2005

Jody N. Klein
Cochise County Administrator
1415 Melody Lane – Building G
Bisbee, AZ 85603

Re: STB Docket AB-No. 1081X
San Pedro Railroad Operating Company, LLC
Abandonment Exemption

To Whom It may Concern:

This letter is to advise you that San Pedro Railroad Operating Company, LLC (SPROC) plans to resubmit a previously filed request to the federal Surface Transportation Board (STB) to discontinue service over, and abandon, four segments of its rail line, all in Cochise County, AZ (the subject lines). The subject lines include (1) the line of railroad extending between milepost 1085.0 at Bisbee Junction, AZ, and milepost 1090.6 at Bisbee, AZ, a distance of 5.6 miles; (2) the line of railroad extending between milepost 1097.3 near Paul Spur, AZ, and milepost 1106.5 near Douglas, AZ, a distance of 9.2 miles; (3) the line of railroad extending between milepost 1055.8 near Charleston, AZ, and milepost 1097.3 near Paul Spur, AZ, a distance of 41.5 miles; and (4) the line of railroad extending between milepost 1040.15 near Curtiss, AZ, and milepost 1055.8 near Charleston, AZ, a distance of 15.65 miles. On or about October 10, 2005, SPROC will seek STB authorization to accomplish the proposed discontinuance and abandonment by filing an individual petition for exemption from the provisions of the 49 USC 10903. This line traverses U.S. Postal Service zip codes 85602, 85603, 85607, and 85615.

Enclosed is a draft Environmental and Historic Report ("EHR"), a document which SPROC must complete and file with the STB as a component of its abandonment filing. The draft EHR explains in greater detail the scope of the proposed rail line abandonment, including a more particular description of the rail line in question. We have also enclosed a map which

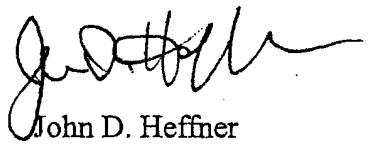
should assist in your review of the environmental and/or historic impacts (if any) which may arise as a consequence of the abandonment or salvage of the rail structure on this line.

We have contacted you at this time to seek your assistance in completing the EHR. You will note that the EHR addresses issues pertaining to local land use plans – particular issues for which we seek your comment. See, item 3 of the EHR at pages 4-5. We encourage you to review the enclosed draft EHR, and contact me, John D. Heffner, within 30 days of the date of this letter, with any feedback or guidance that you may be able to offer. Your feedback will be incorporated into the final EHR, which, as we have mentioned, will be delivered to the STB.

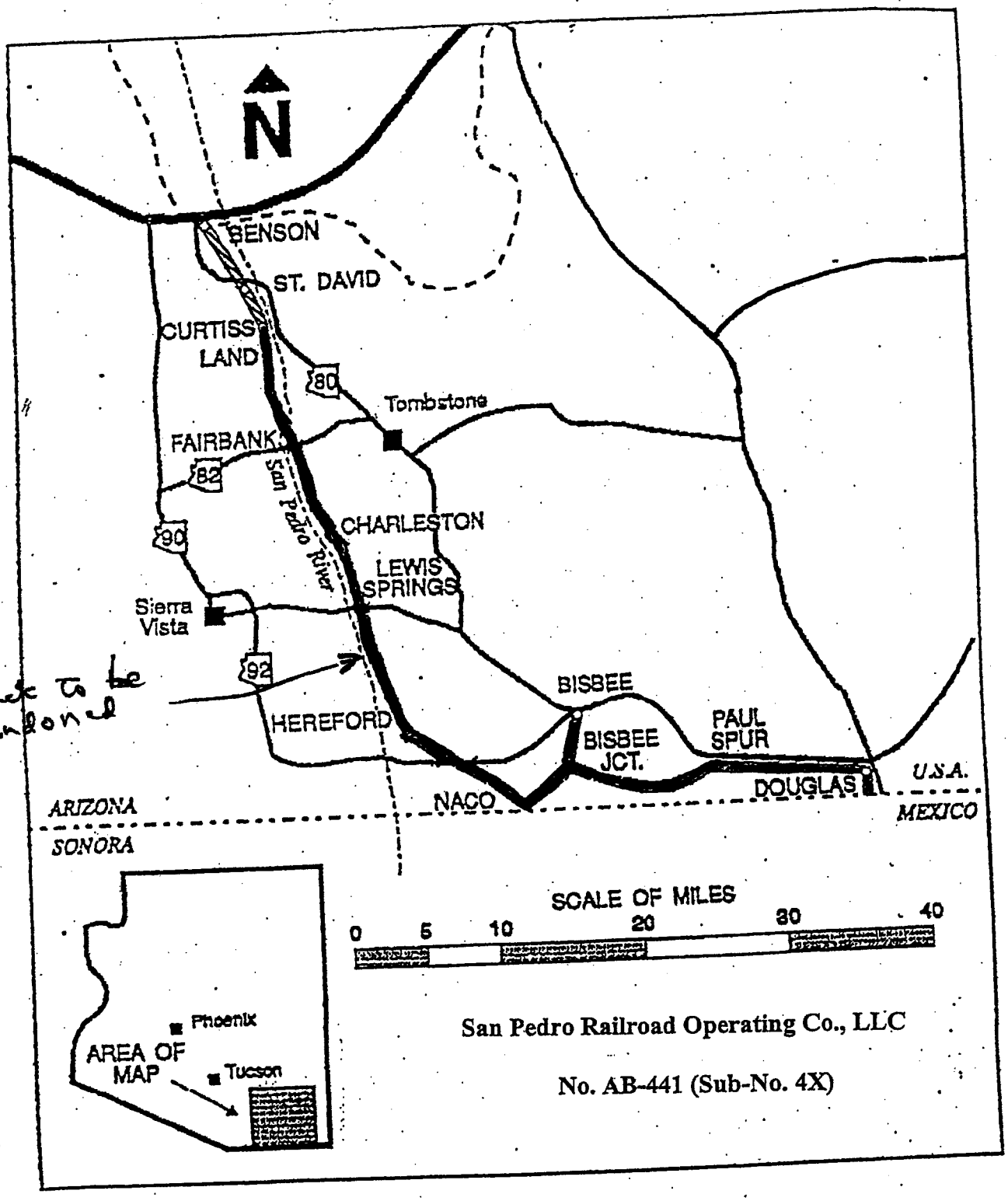
Applicants have not yet filed their abandonment petition at the STB. However, at such time as Applicants submit their request to abandon service over the line in question, we will serve you with copies of the request and the final EHR. At that time, if not sooner, we will supply you with information sufficient for you to issue comments directly to the STB's Section of Environmental Analysis as well as to us.

We appreciate your cooperation. If you have any questions regarding the enclosed materials, please contact me at the address and phone number at the top of this letter.

Sincerely,



John D. Heffner
Attorney for
San Pedro Railroad Operating Company, LLC


N
BENSON
ST. DAVID
CURTISS
LAND
80
Tombstone
FAIRBANK
82
San Pedro River
90
CHARLESTON
LEWIS
SPRINGS
Sierra
Vista
92
Track to be
abandoned
HEREFORD
BISBEE
BISBEE
JCT.
PAUL
SPUR
U.S.A.
DOUGLAS
ARIZONA
NACO
MEXICO
SONORA
Phoenix
AREA OF
MAP
Tucson
SCALE OF MILES
0 5 10 20 30 40
San Pedro Railroad Operating Co., LLC
No. AB-441 (Sub-No. 4X)

ATTACHMENT 2

JOHN D. HEFFNER, PLLC
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j.heffner@verizon.net

September 23, 2005

U.S. Natural Resource Conservation Service
Arizona State Office
230 N. First Avenue – Suite 509
Phoenix, AZ 85003

Re: STB Docket AB-No. 1081X
San Pedro Railroad Operating Company, LLC
Abandonment Exemption

To Whom It may Concern:

This letter is to advise you that San Pedro Railroad Operating Company, LLC (SPROC) plans to resubmit a previously filed request to the federal Surface Transportation Board (STB) to discontinue service over, and abandon, four segments of its rail line, all in Cochise County, AZ (the subject lines). The subject lines include (1) the line of railroad extending between milepost 1085.0 at Bisbee Junction, AZ, and milepost 1090.6 at Bisbee, AZ, a distance of 5.6 miles; (2) the line of railroad extending between milepost 1097.3 near Paul Spur, AZ, and milepost 1106.5 near Douglas, AZ, a distance of 9.2 miles; (3) the line of railroad extending between milepost 1055.8 near Charleston, AZ, and milepost 1097.3 near Paul Spur, AZ, a distance of 41.5 miles; and (4) the line of railroad extending between milepost 1040.15 near Curtiss, AZ, and milepost 1055.8 near Charleston, AZ, a distance of 15.65 miles. On or about October 10, 2005, SPROC will seek STB authorization to accomplish the proposed discontinuance and abandonment by filing an individual petition for exemption from the provisions of the 49 USC 10903. This line traverses U.S. Postal Service zip codes 85602, 85603, 85607, and 85615.

Enclosed is a draft Environmental and Historic Report ("EHR"), a document which SPROC must complete and file with the STB as a component of its abandonment filing. The draft EHR explains in greater detail the scope of the proposed rail line abandonment, including a more particular description of the rail line in question. We have also enclosed a map which

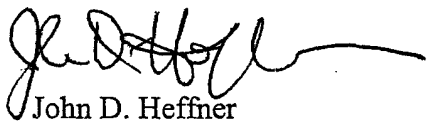
should assist in your review of the environmental and/or historic impacts (if any) which may arise as a consequence of the abandonment or salvage of the rail structure on this line.

We have contacted you at this time to seek your assistance in completing the EHR. You will note that the EHR addresses issues pertaining to prime agricultural land – particular issues for which we seek your comment. See, item 3 of the EHR at pages 4-5. We encourage you to review the enclosed draft EHR, and contact me, John D. Heffner, within 30 days of the date of this letter, with any feedback or guidance that you may be able to offer. Your feedback will be incorporated into the final EHR, which, as we have mentioned, will be delivered to the STB.

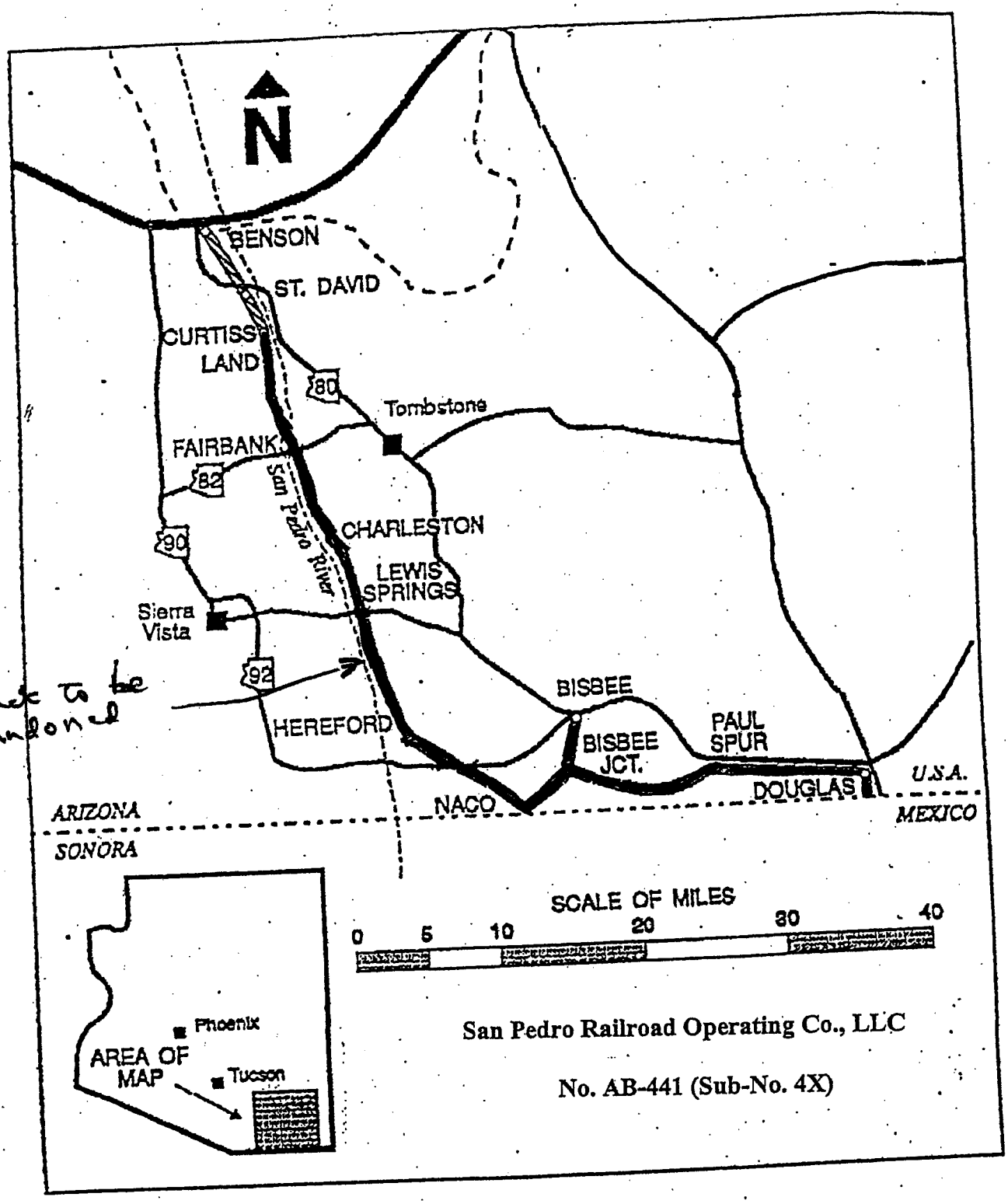
Applicants have not yet filed their abandonment notice at the STB. However, at such time as Applicants submit their request to abandon service over the line in question, we will serve you with copies of the request and the final EHR. At that time, if not sooner, we will supply you with information sufficient for you to issue comments directly to the STB's Section of Environmental Analysis as well as to us.

We appreciate your cooperation. If you have any questions regarding the enclosed materials, please contact me at the address and phone number at the top of this letter.

Sincerely,



John D. Heffner
Attorney for
San Pedro Railroad Operating Company, LLC



San Pedro Railroad Operating Co., LLC

No. AB-441 (Sub-No. 4X)

ATTACHMENT 2A

United States Department of Agriculture

NRCS

Natural Resources Conservation Service
230 N. 1st Avenue, Suite 509
Phoenix, Arizona 85003-1706
(602) 280-8801
FAX (602) 280-8809

MAY 17 2005

John Heffner
Attorney
1920 N. Street, NW #800
Washington, DC 20036

Dear Mr. Heffner:

This response is in regard to your letter dated May 11, 2005, regarding the proposed discontinuance of service over, and the abandonment of, four segments of the San Pedro Railroad Operating Company, LLC, rail line in Cochise, Arizona.

The Natural Resources Conservation Service (NRCS) has general responsibility, nationwide, for implementing the Farmland Protection Policy Act (FPPA) and to review projects that may affect prime farmland and/or wetlands associated with agriculture. After reviewing the information provided, the following is noted:

1- The proposed new projects if implemented as planned, are exempt from the requirements of the FPPA - as revised in 1994, that excludes land which is already in or is committed to urban development, currently used as water storage, or land that is not prime or unique farmland.

2- We do not see any immediate concerns or impacts that would directly affect wetland areas associated with agriculture.

We recommend that any future development projects receive a prime farmland determination prior to any construction activities. Should you have questions, please feel free contact Steve Smarik at 602.280.8785. Thank you again for the chance to review the proposed project.

Sincerely,

STEVEN M. BARKER
Acting Assistant State Conservationist (T)

cc:
Ralph Ware, ASTC (FO), Tucson, AZ
Steve Smarik, Environmental Coordinator, NRCS, Phoenix, AZ

The Natural Resources Conservation Service provides leadership in a partnership effort to help people conserve, maintain, and improve our natural resources and environment.

An Equal Opportunity Provider and Employer

ATTACHMENT 3

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(202) 263-4180
FAX (202) 296-3939
j.heffner@verizon.net

September 23, 2005

U.S. Fish and Wildlife Service
P.O. Box 1306
Albuquerque, NM 87103

Re: STB Docket AB-No. 1081X
San Pedro Railroad Operating Company, LLC
Abandonment Exemption

To Whom It may Concern:

This letter is to advise you that San Pedro Railroad Operating Company, LLC (SPROC) plans to resubmit a previously filed request to the federal Surface Transportation Board (STB) to discontinue service over, and abandon, four segments of its rail line, all in Cochise County, AZ (the subject lines). The subject lines include (1) the line of railroad extending between milepost 1085.0 at Bisbee Junction, AZ, and milepost 1090.6 at Bisbee, AZ, a distance of 5.6 miles; (2) the line of railroad extending between milepost 1097.3 near Paul Spur, AZ, and milepost 1106.5 near Douglas, AZ, a distance of 9.2 miles; (3) the line of railroad extending between milepost 1055.8 near Charleston, AZ, and milepost 1097.3 near Paul Spur, AZ, a distance of 41.5 miles; and (4) the line of railroad extending between milepost 1040.15 near Curtiss, AZ, and milepost 1055.8 near Charleston, AZ, a distance of 15.65 miles. On or about October 10, 2005, SPROC will seek Surface Transportation Board (STB) authorization to accomplish the proposed discontinuance and abandonment by filing an individual petition for exemption from the provisions of the 49 USC 10903. This line traverses U.S. Postal Service zip codes 85602, 85603, 85607, and 85615.

Enclosed is a draft Environmental and Historic Report ("EHR"), a document which SPROC must complete and file with the STB as a component of its abandonment filing. The draft EHR explains in greater detail the scope of the proposed rail line abandonment, including a more particular description of the rail line in question. We have also enclosed a map which

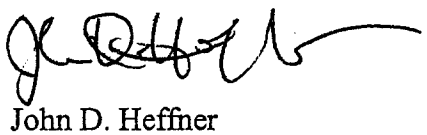
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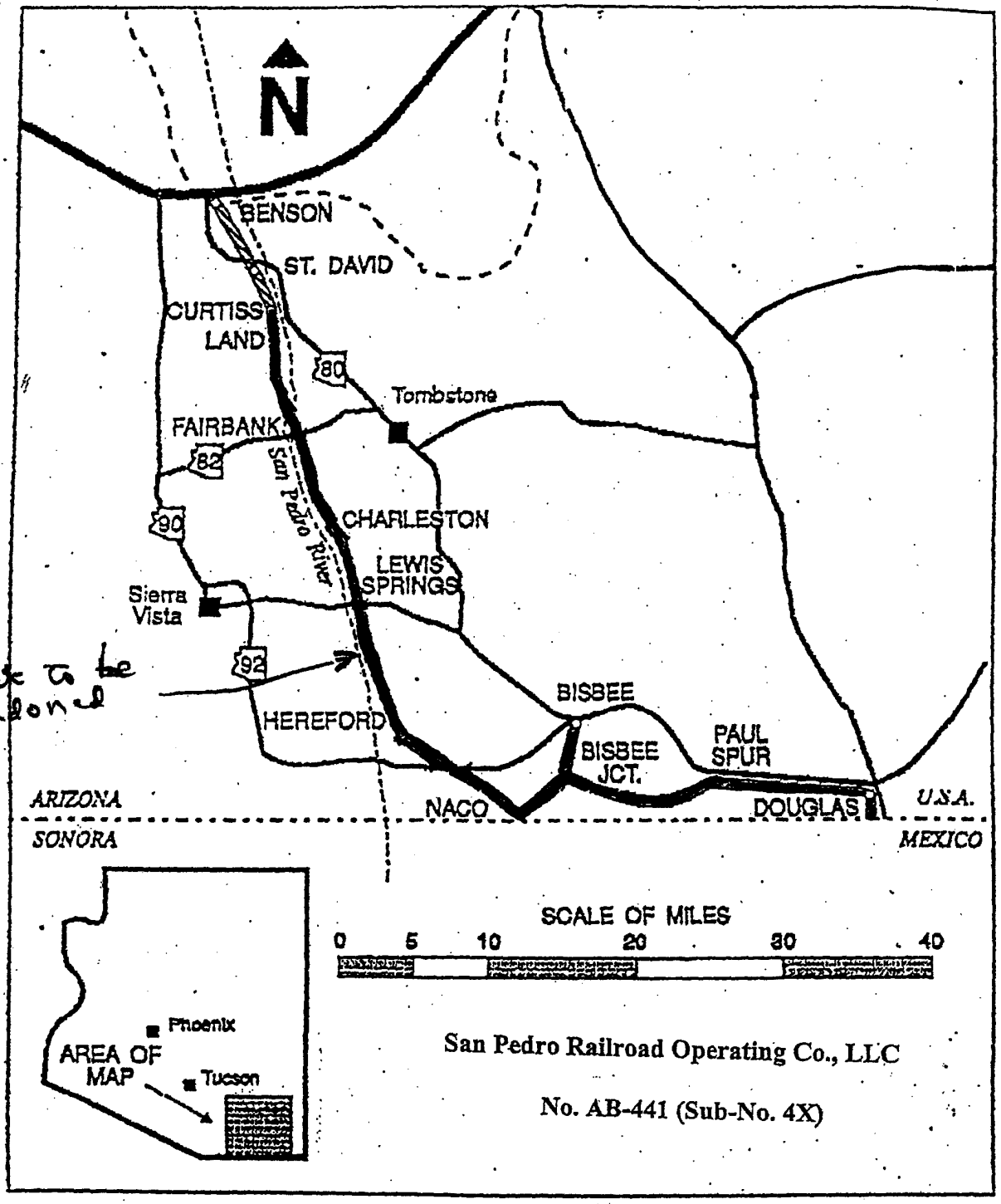
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Sincerely,



John D. Heffner
Attorney for
San Pedro Railroad Operating Company, LLC



San Pedro Railroad Operating Co., LLC

No. AB-441 (Sub-No. 4X)

ATTACHMENT 4

JOHN D. HEFFNER, PLLC
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WASHINGTON, D.C. 20036
(202) 263-4180
FAX (202) 296-3939
j.heffner@verizon.net

September 23, 2005

National Park Service
12795 Alameda Parkway
Denver, CO 80225

Re: STB Docket AB-No. 1081X
San Pedro Railroad Operating Company, LLC
Abandonment Exemption

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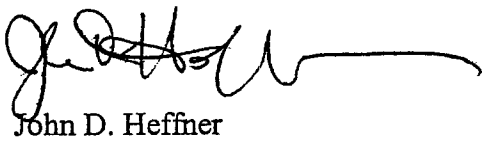
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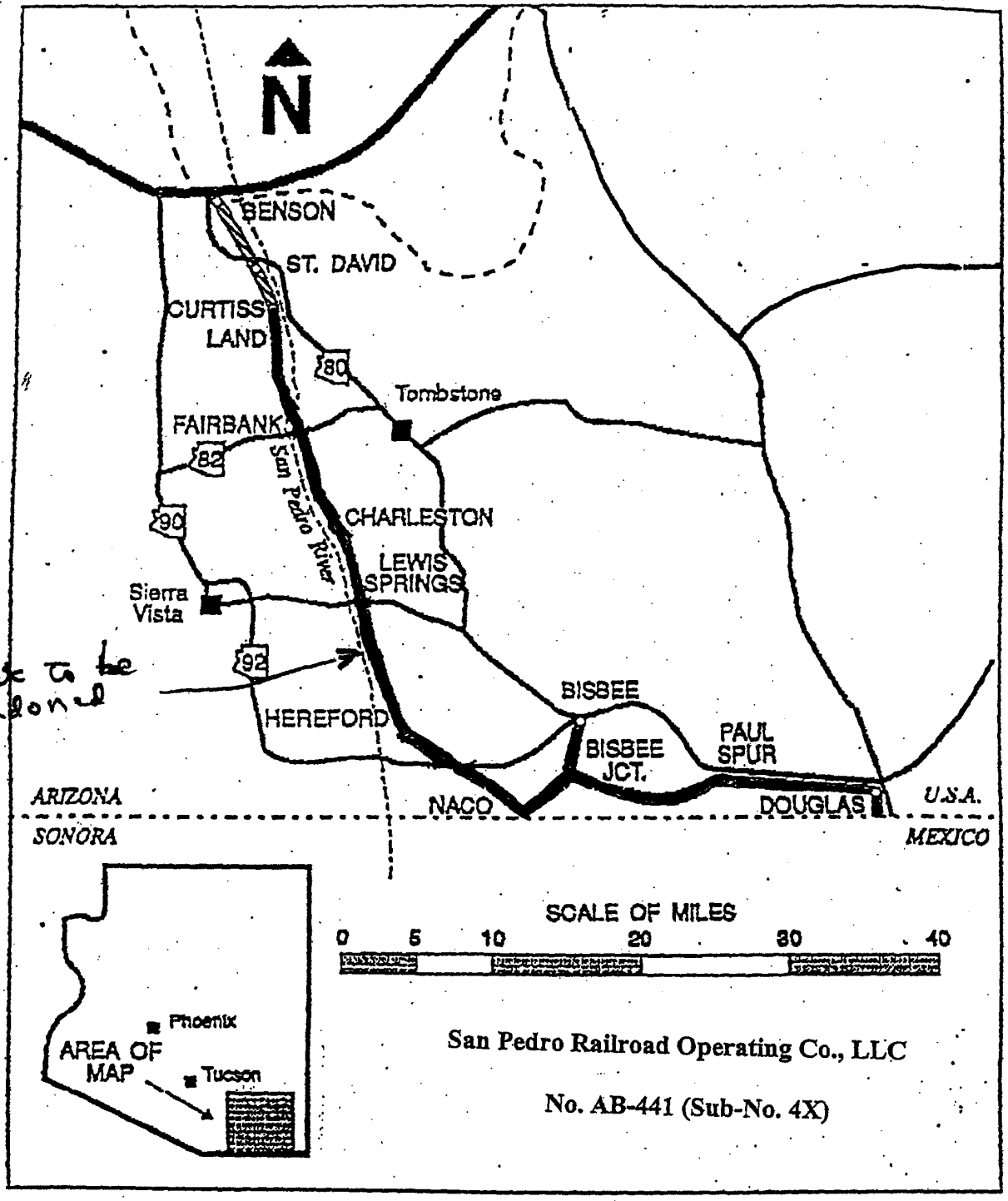
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Sincerely,



John D. Heffner
Attorney for
San Pedro Railroad Operating Company, LLC



San Pedro Railroad Operating Co., LLC

No. AB-441 (Sub-No. 4X)

ATTACHMENT 5

JOHN D. HEFFNER, PLLC
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(202) 263-4180
FAX (202) 296-3939
j.heffner@verizon.net

September 23, 2005

Arizona Department of Environmental Quality
1110 West Washington Street
Phoenix, AZ 85007

Re: STB Docket AB-No. 1081X
San Pedro Railroad Operating Company, LLC
Abandonment Exemption

To Whom It may Concern:

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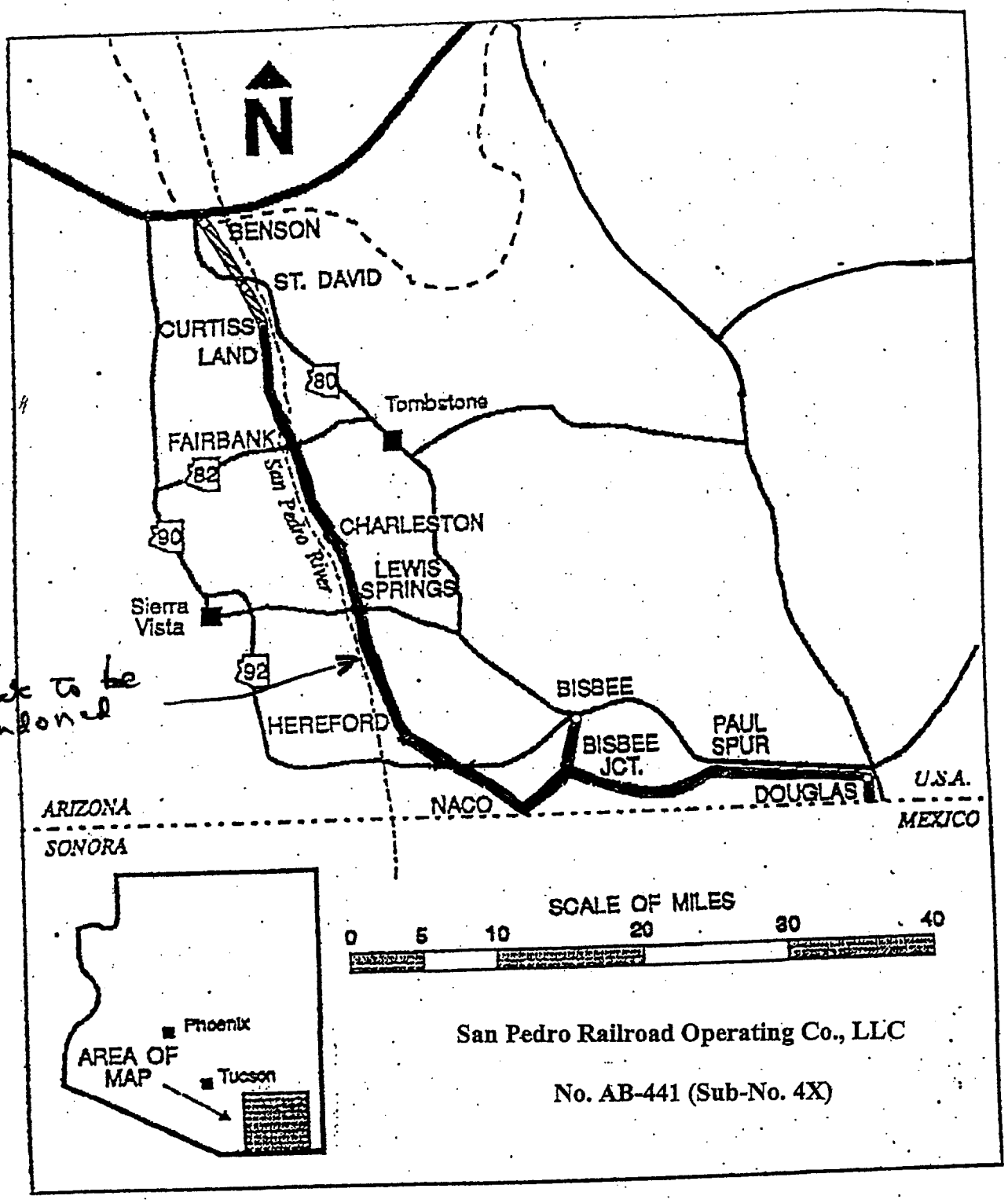
We have contacted you at this time to seek your assistance in completing the EHR. You will note that the EHR addresses issues pertaining to air and water quality, wet lands, and flood plains – particular issues for which we seek your comment. See, item 5 and 9 of the EHR at pages 6, 9, and 10. We encourage you to review the enclosed draft EHR, and contact me, John D. Heffner, within 30 days of the date of this letter, with any feedback or guidance that you may be able to offer. Your feedback will be incorporated into the final EHR, which, as we have mentioned, will be delivered to the STB.

Applicants have not yet filed their abandonment petition at the STB. However, at such time as Applicants submit their request to abandon service over the line in question, we will serve you with copies of the request and the final EHR. At that time, if not sooner, we will supply you with information sufficient for you to issue comments directly to the STB's Section of Environmental Analysis as well as to us.

We appreciate your cooperation. If you have any questions regarding the enclosed materials, please contact me at the address and phone number at the top of this letter.

Sincerely,

John D. Heffner
Attorney for
San Pedro Railroad Operating Company, LLC



San Pedro Railroad Operating Co., LLC

No. AB-441 (Sub-No. 4X)

ATTACHMENT 5A

JOHN D. HEFFNER, PLLC
1920 N STREET, N.W.
SUITE 800
WASHINGTON, D.C. 20036
(202) 263-4180
FAX (202) 296-3939
j.heffner@verizon.net

September 23, 2005

U.S. Environmental Protection Agency
75 Hawthorne Street
San Francisco, CA 94105

Re: STB Docket AB-No. 1081X
San Pedro Railroad Operating Company, LLC
Abandonment Exemption

To Whom It may Concern:

This letter is to advise you that San Pedro Railroad Operating Company, LLC (SPROC) plans to resubmit a previously filed request to the federal Surface Transportation Board (STB) to discontinue service over, and abandon, four segments of its rail line, all in Cochise County, AZ (the subject lines). The subject lines include (1) the line of railroad extending between milepost 1085.0 at Bisbee Junction, AZ, and milepost 1090.6 at Bisbee, AZ, a distance of 5.6 miles; (2) the line of railroad extending between milepost 1097.3 near Paul Spur, AZ, and milepost 1106.5 near Douglas, AZ, a distance of 9.2 miles; (3) the line of railroad extending between milepost 1055.8 near Charleston, AZ, and milepost 1097.3 near Paul Spur, AZ, a distance of 41.5 miles; and (4) the line of railroad extending between milepost 1040.15 near Curtiss, AZ, and milepost 1055.8 near Charleston, AZ, a distance of 15.65 miles. On or about October 10, 2005, SPROC will seek STB authorization to accomplish the proposed discontinuance and abandonment by filing an individual petition for exemption from the provisions of the 49 USC 10903. This line traverses U.S. Postal Service zip codes 85602, 85603, 85607, and 85615.

Enclosed is a draft Environmental and Historic Report ("EHR"), a document which SPROC must complete and file with the STB as a component of its abandonment filing. The draft EHR explains in greater detail the scope of the proposed rail line abandonment, including a more particular description of the rail line in question. We have also enclosed a map which

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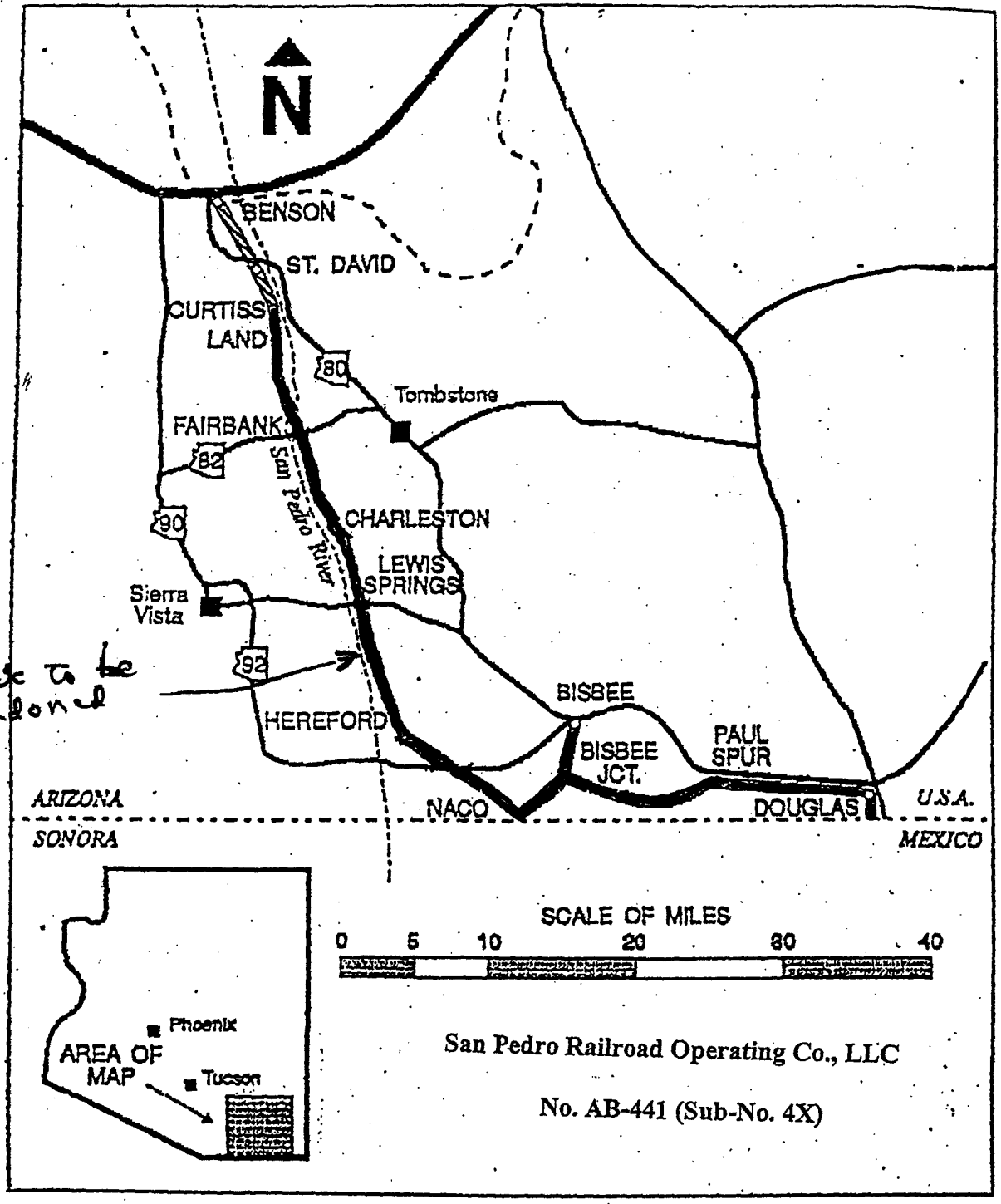
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Sincerely,

John D. Heffner
Attorney for
San Pedro Railroad Operating Company, LLC



San Pedro Railroad Operating Co., LLC

No. AB-441 (Sub-No. 4X)

ATTACHMENT 6

JOHN D. HEFFNER, PLLC
1920 N STREET, N.W.
SUITE 800
WASHINGTON, D.C. 20036
(202) 263-4180
FAX (202) 296-3939
j.heffner@verizon.net

September 23, 2005

U.S. Army Engineer District
Los Angeles
P.O. Box 532711
Los Angeles, CA 90053-2325

Re: STB Docket AB-No. 1081X
San Pedro Railroad Operating Company, LLC
Abandonment Exemption

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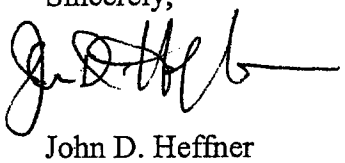
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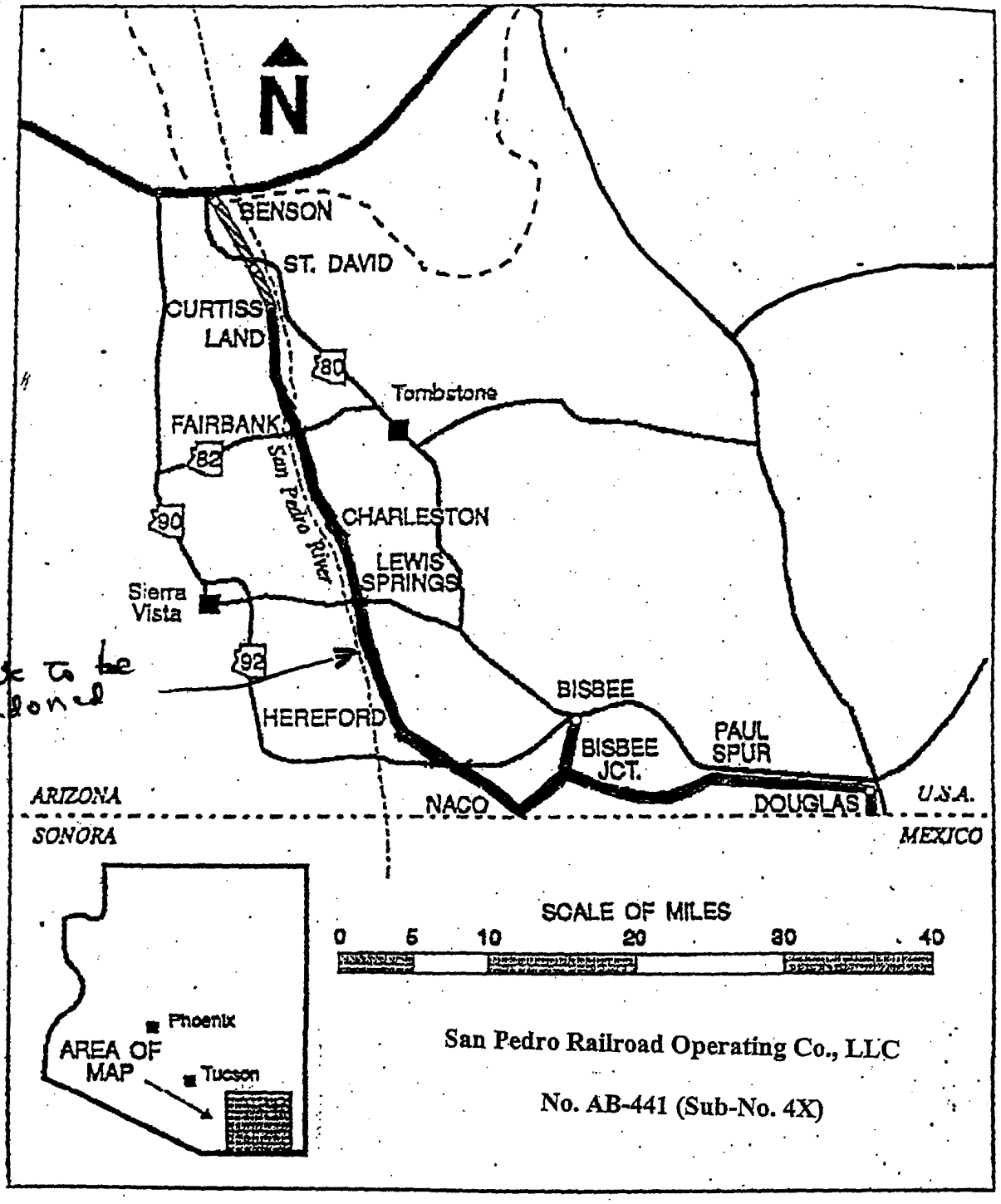
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John D. Heffner
Attorney for
San Pedro Railroad Operating Company, LLC



San Pedro Railroad Operating Co., LLC

No. AB-441 (Sub-No. 4X)

ATTACHMENT 7
(omitted at this time)

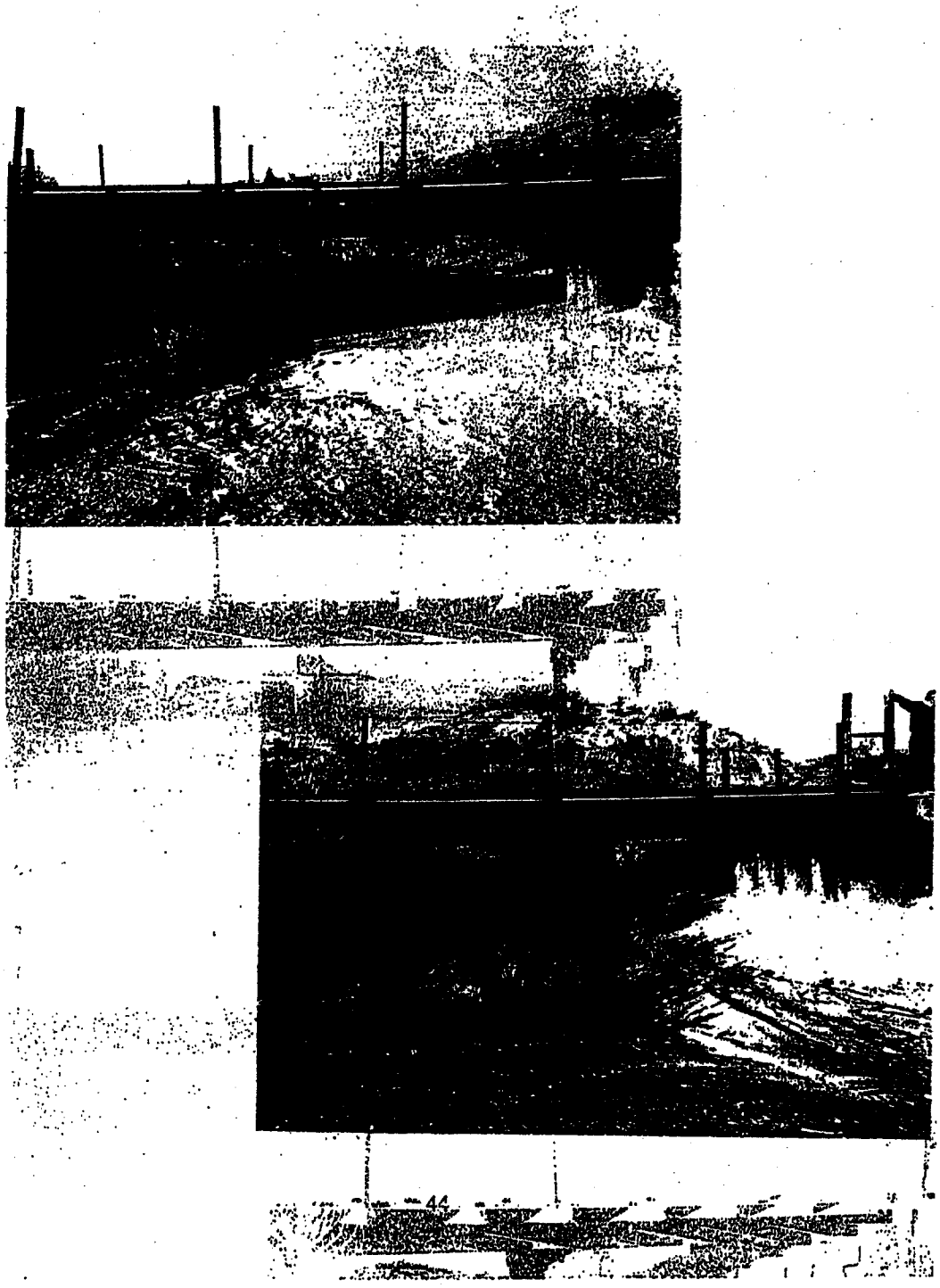
ATTACHMENT 8

Scene Type *Ballast Deck Bridge* Size *20 Foot*
Location *MP 1033.08*





Scene Type *Ballast Deck Bridge* Size *30 Foot*
Location *MP 1033.25*



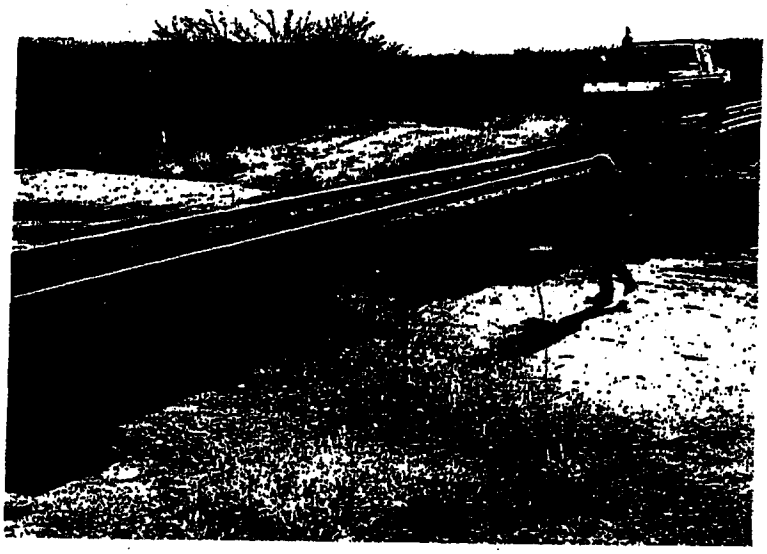
Scene Type *Open Deck Bridge* **Size** *30 Foot*
Location *MP 1034.07*





1.75

Scene Type *Open Deck Bridge* **Size** *56 Foot*
Location *MP 1034.75*





Scene Type *Open Deck Bridge* **Size** *26 Foot*
Location *MP 1035.12*

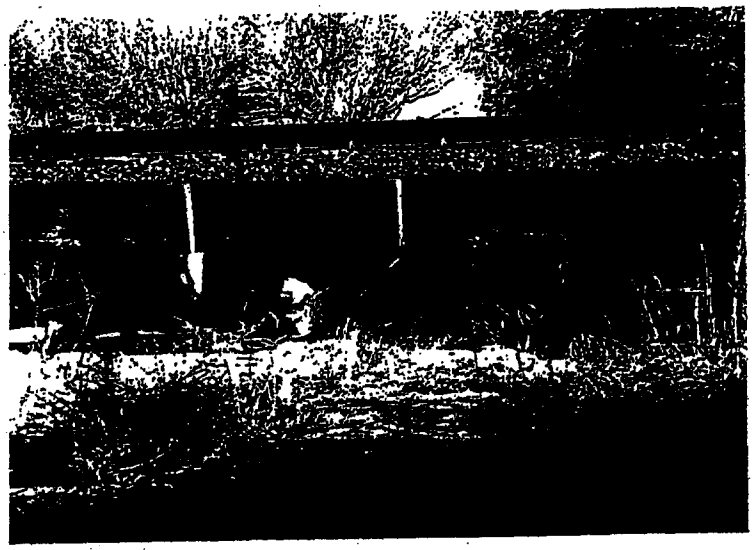




2, 3, 5

Scene Type *Ballast Deck Bridge* Size *28 Foot*

Location *MP 1035.35*





Scene Type *Ballast Deck Bridge* Size *28 Foot*
Location *MP 1035.86*

2 . 8.6

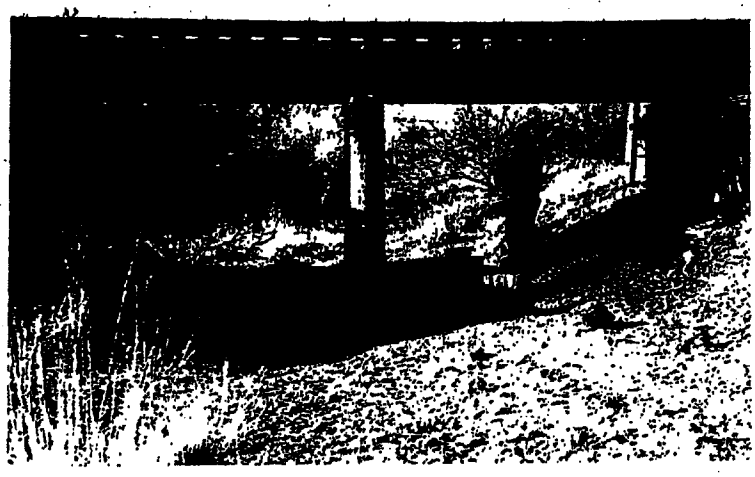




Scene Type *Open Deck Bridge* Size *30 Foot*

Location *MP 1036.27*

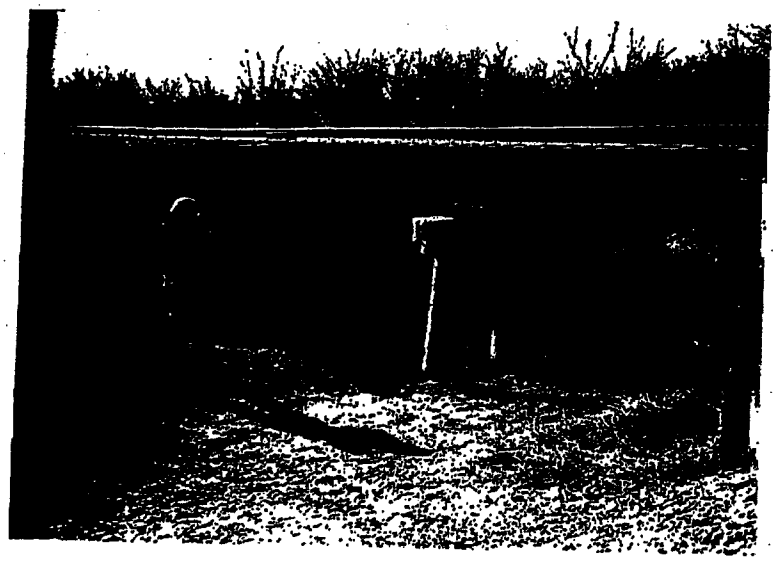
3.2.7

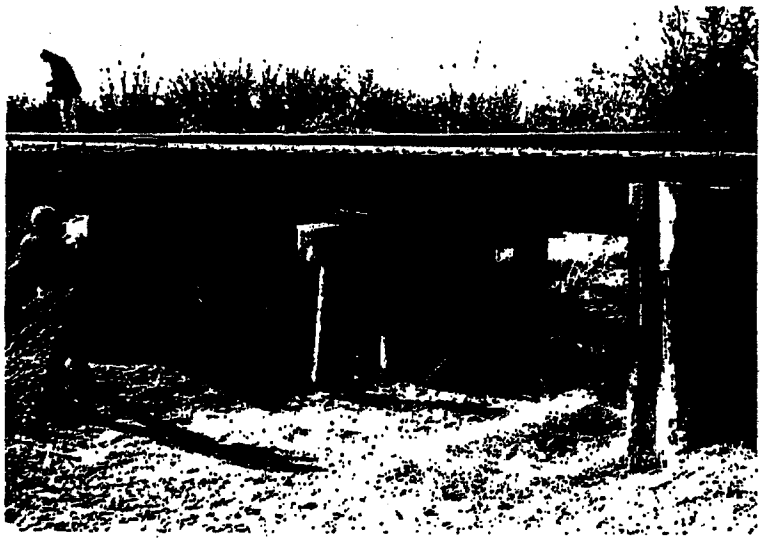




Scene Type *Open Deck Bridge* **Size** *30 Foot*
Location *MP 1036.70*

3.7





Scene Type *Open Deck Bridge* Size *29 Foot*
Location *MP 1036.90*





Scene Type *Open Deck Bridge* **Size** *15 Foot*
Location *MP 1037.43*

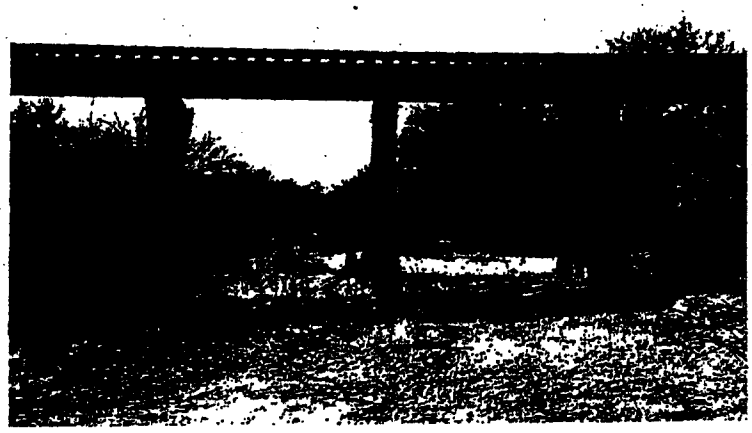
4.4.3





Scene Type *Open Deck Bridge* Size *105 Foot*

Location *MP 1038.32* 5.3.7





Scene Type *Open Deck Bridge* Size *45 Foot*
Location *MP 1038.70*





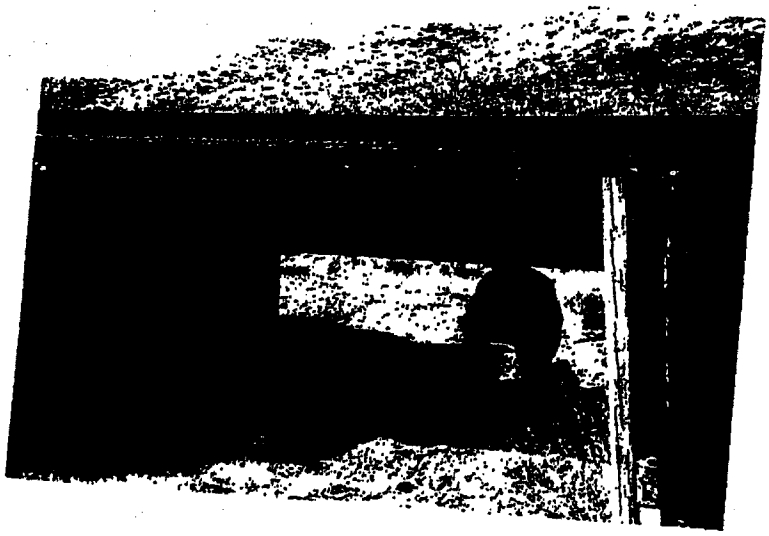
Scene Type *Open Deck Bridge*
Location *MP 1039.91*

Size *45 Foot*



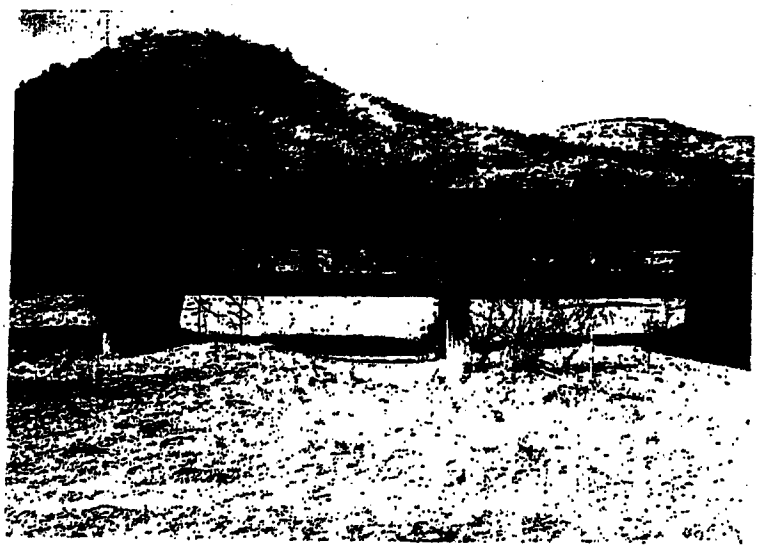


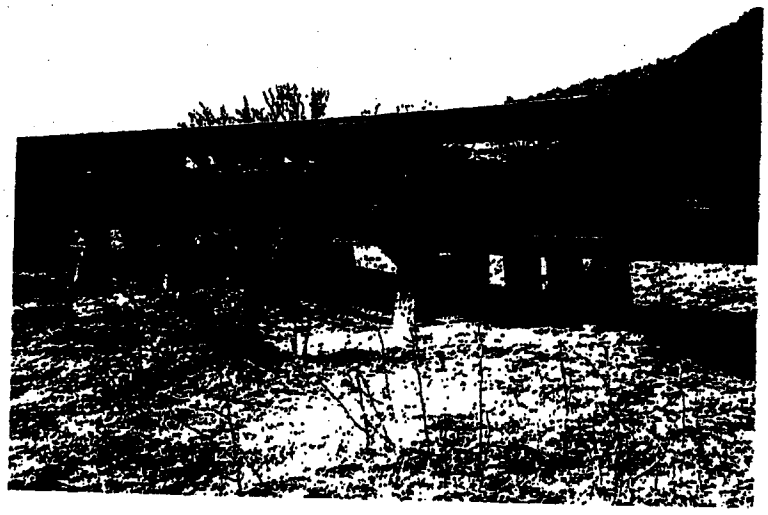
Scene Type *Open Deck Bridge* Size *15 Foot*
Location *MP 1040.58*





Scene Type *Open Deck Bridge* Size *84 Foot*
Location *MP 1040.70*



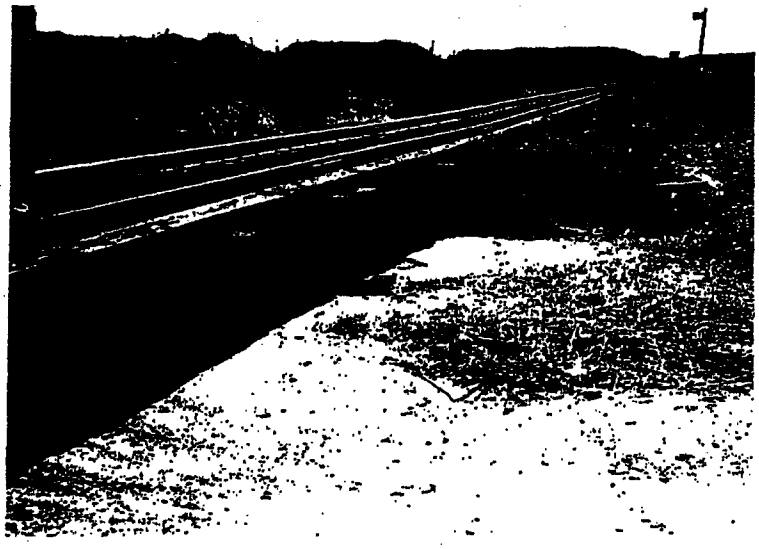


Scene Type *Open Deck Bridge* **Size** *60 Foot*
Location *MP 1041.10*



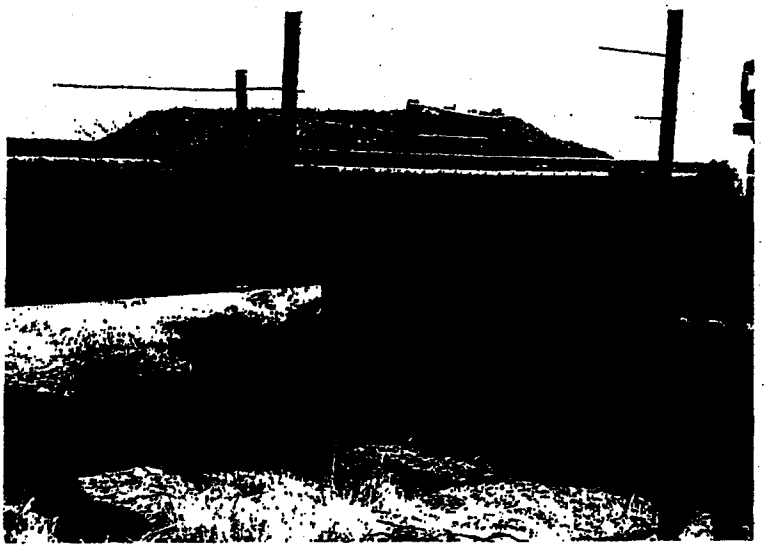


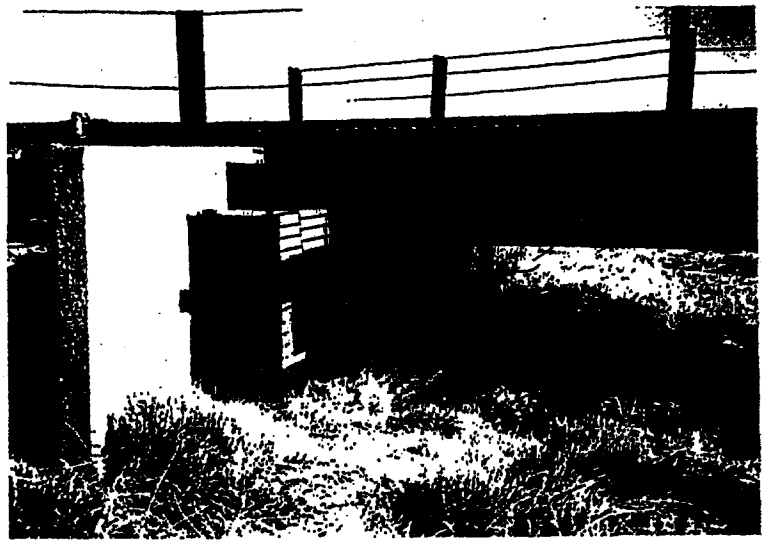
Scene Type *Open Deck Bridge* **Size** *46 Foot*
Location *MP 1042.97*





Scene Type *Open Deck Trestle* Size *23 Foot*
Location *MP 1043.44*

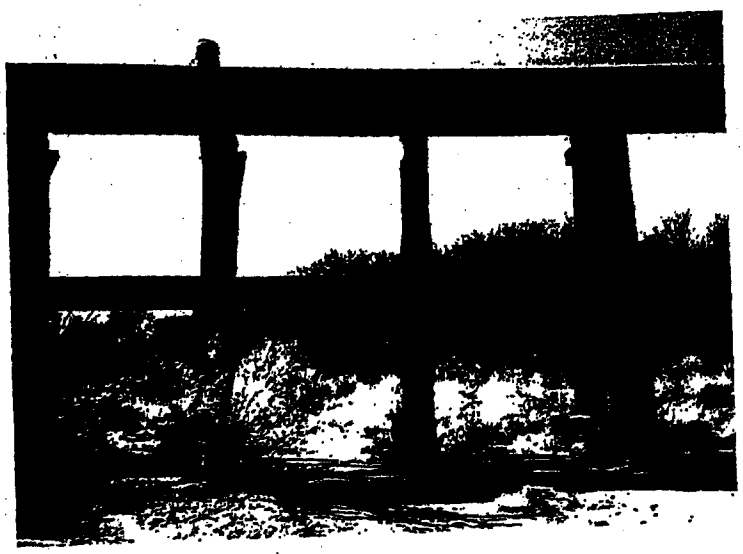




Scene Type *Open Deck Bridge* Size *154 Foot*

Location *MP 1044.40 *A number of bad pillings and stringers*

11.4



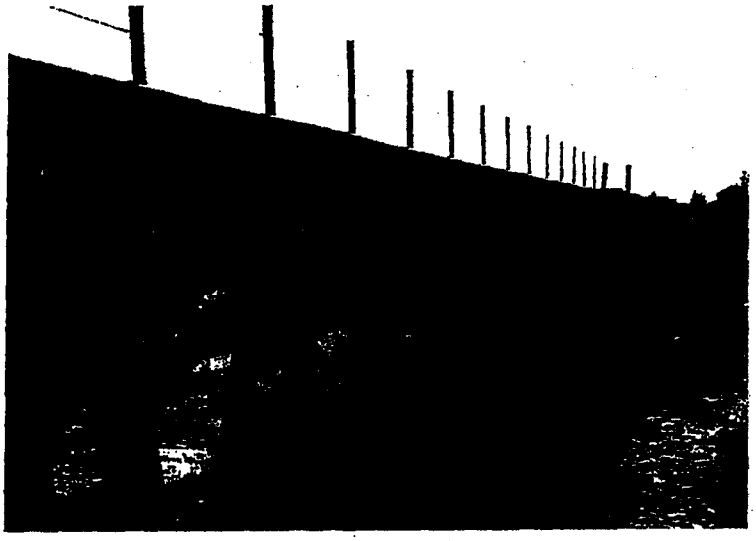


Scene Type *Open Deck Bridge* Size *154 Foot*
Location *MP 1044.40 *A number of bad pillings and stringers*





Scene Type *PS Concrete Bridge* **Size** *160 Foot*
Location *MP 1044.78*





Scene Type *Open Deck Bridge* Size *14 Foot*
Location *MP 1045.96*





Scene Type *Open Deck Bridge* Size *70 Foot*
Location *MP 1046.52* 13.5





Scene Type *Ballast Deck Bridge* Size *43 Foot*
Location *MP 1046.77*





Scene Type *Ballast Deck Bridge*
Location *MP 1047.16* 14.16

Size *56 Foot*





Scene Type *Open Deck Bridge* Size *45 Foot*

Location *MP 1047.57*



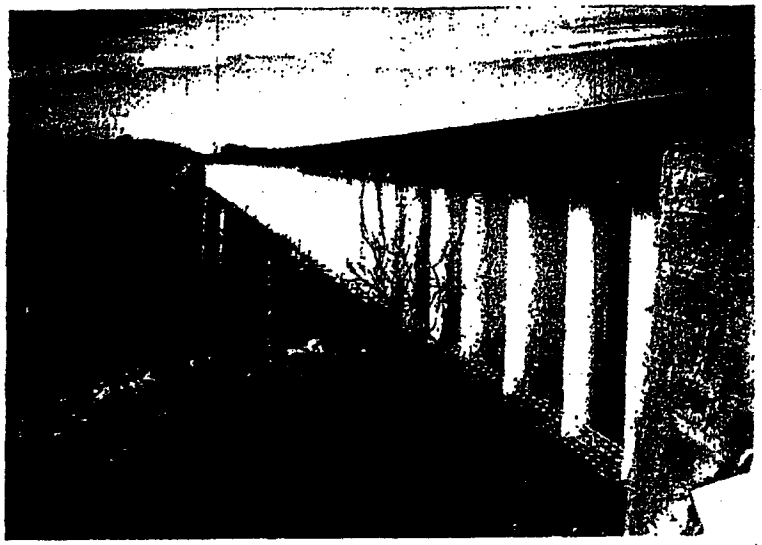


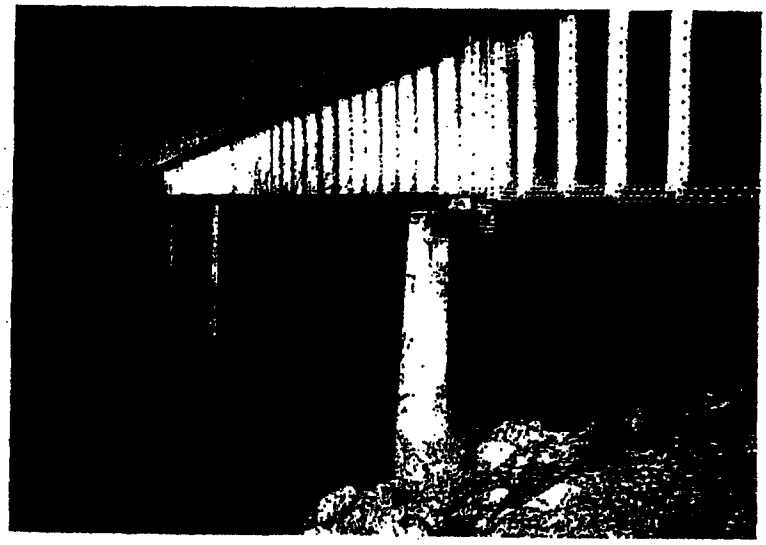
Scene Type *Ballast Deck Bridge* **Size** *58 Foot*
Location *MP 1049.23*





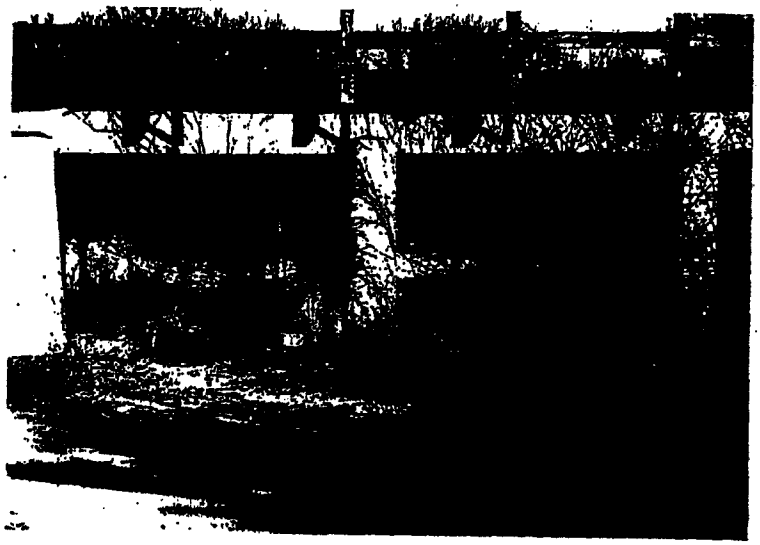
Scene Type *Open Deck Steel Gurder* Size *361 Foot*
Location *MP 1046.93*



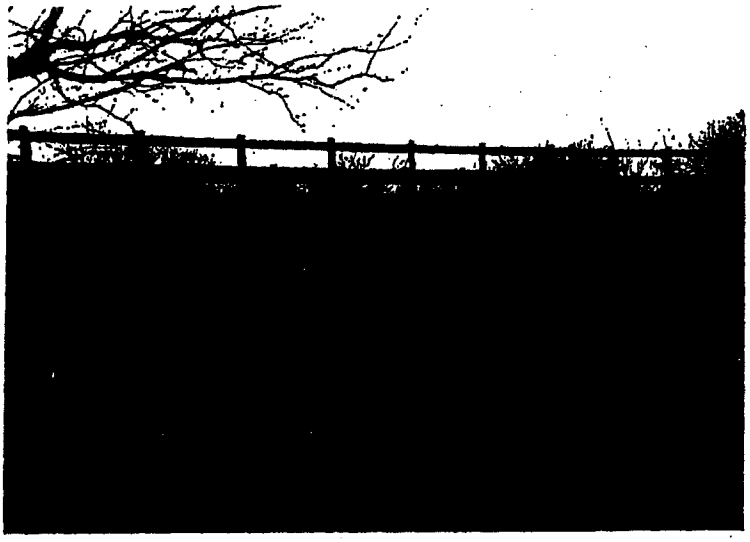


Scene Type *Ballast Deck Concrete Slab* **Size** *110 Foot*
Location *MP 1047.52*



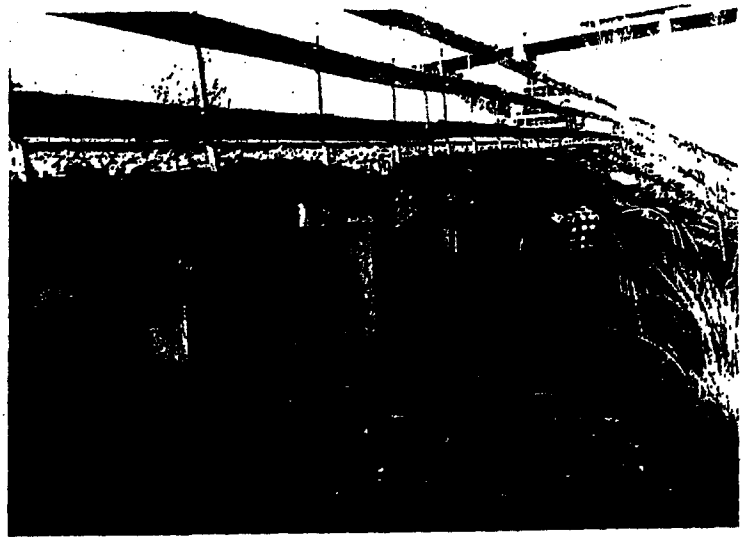


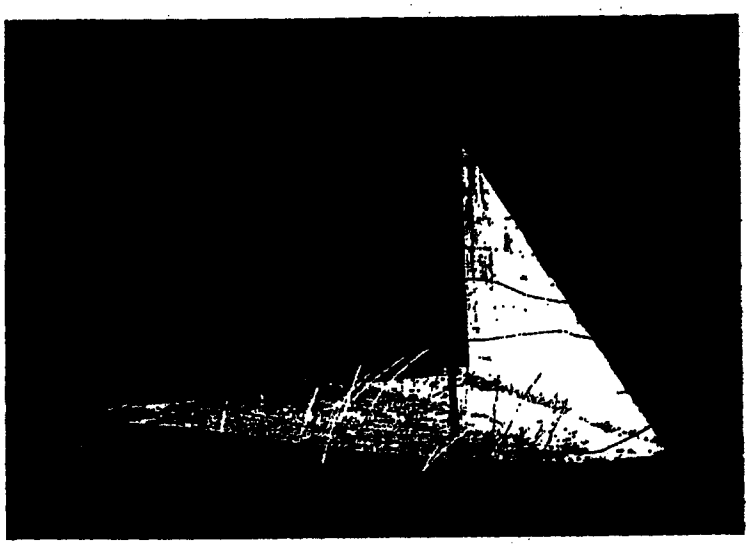
Scene Type *Gard Rail Condition on Bridge-* Size *110 Foot*
Location *MP 1047.52*



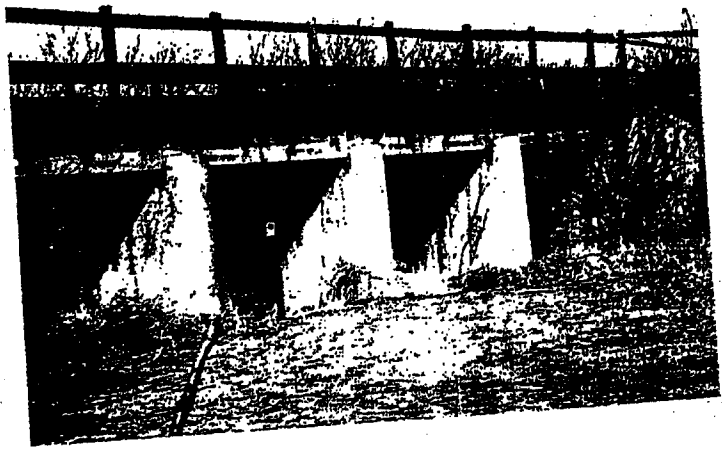


Scene Type *Ballast Deck Concrete Slab* **Size** *110 Foot*
Location *MP 1047.64*



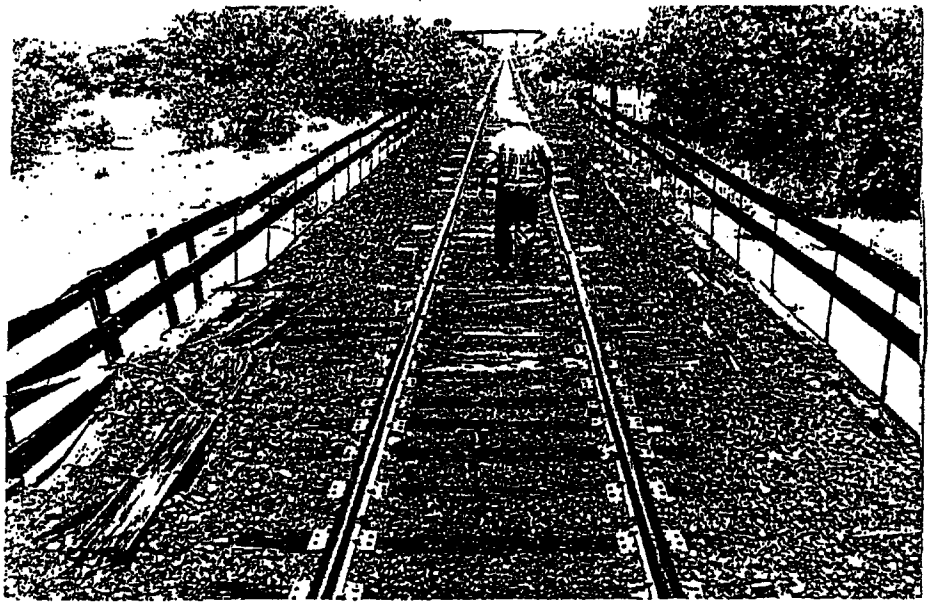


Scene Type *Gard Rail Condition on Bridge-* Size *110 Foot*
Location *MP 1047.64*





Scene Type *Ballast Deck Concrete Slab* Size *110 Foot*
Location *MP 1047.76*

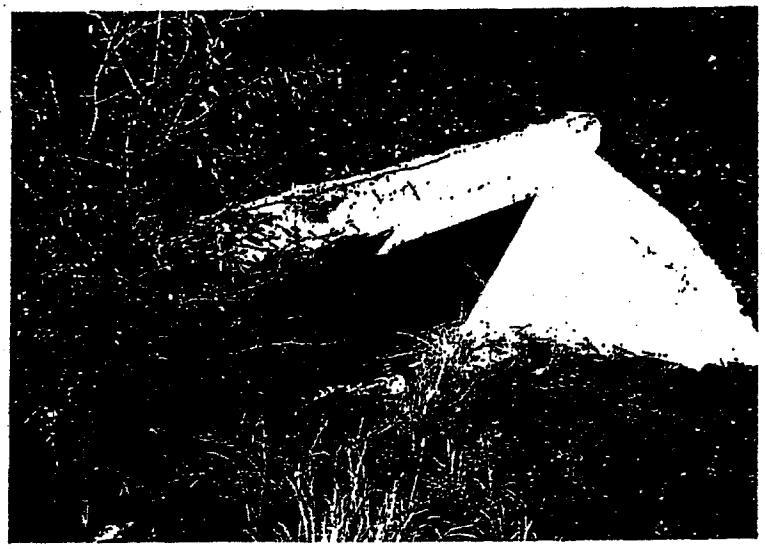


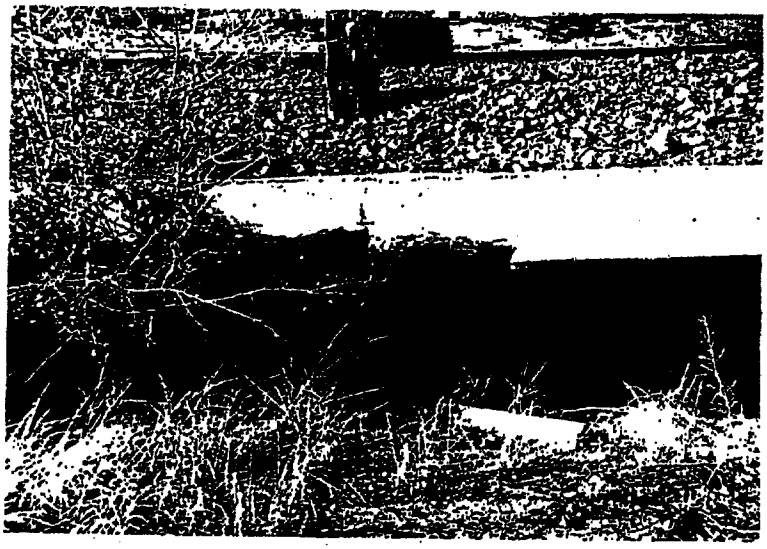
Scene Type *Ballast Deck Concrete Slab* Size *110 Foot*
Location *MP 1047.76*





Scene Type *Ballast Deck (Concrete Arch)* Size *10 Foot*
Location *MP 1048.37*





Scene Type *Ballast Deck Concrete Slab* Size *50 Foot*

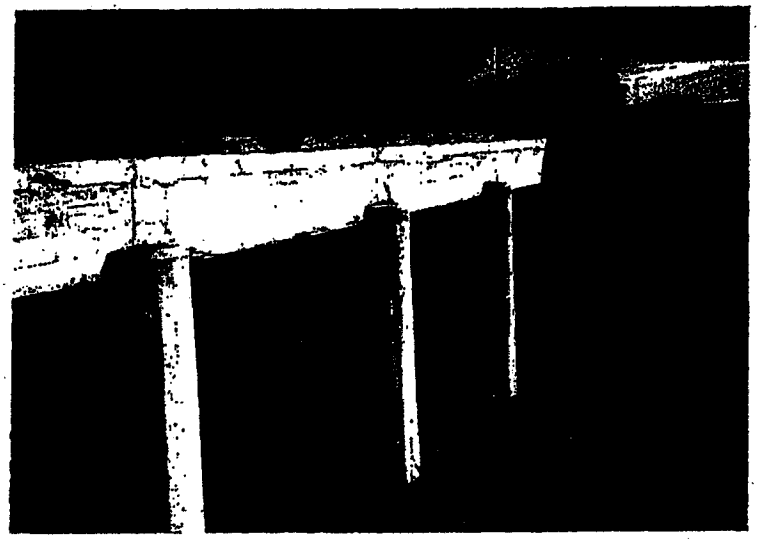
Location *MP 1048.96*

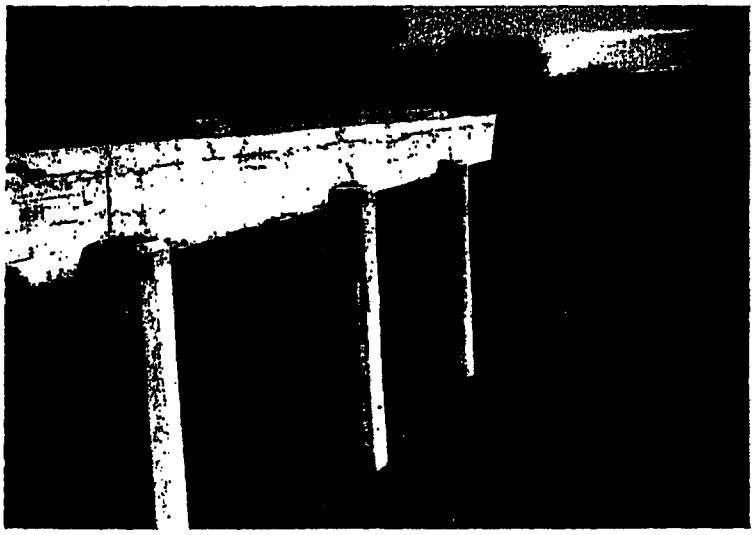




Scene Type *Ballast Deck Concrete Slab* Size *62 Foot*

Location *MP ~~1049.78~~*

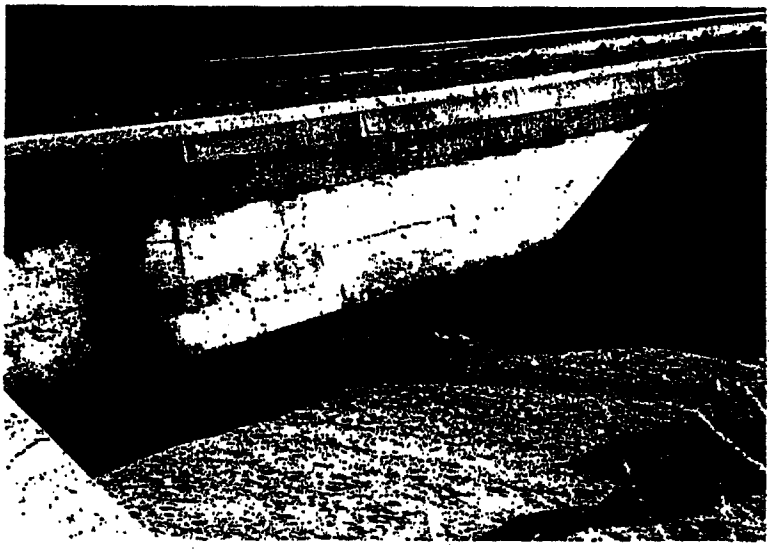




Scene Type *Ballast Deck Concrete Slab* **Size** *28 Foot*
Location *MP 1050.33*

21.75

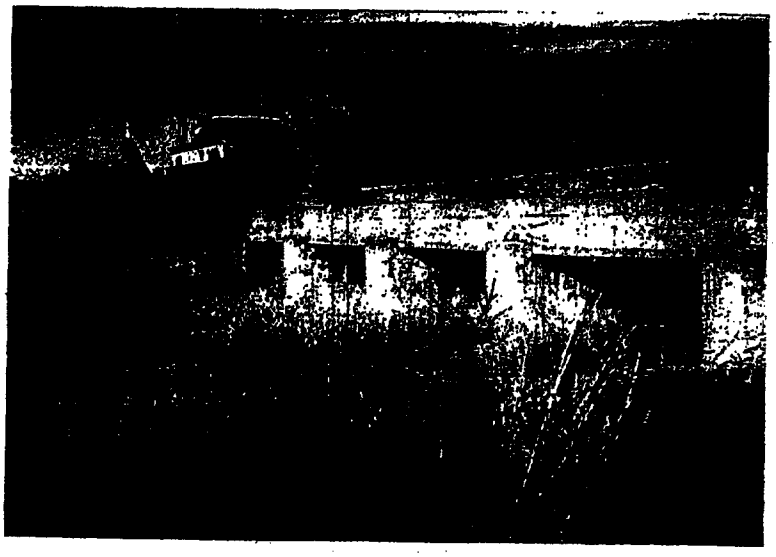




Scene Type *Ballast Deck Concrete Slab* Size *78 Foot*
Location *MP 1052.46*

23.7





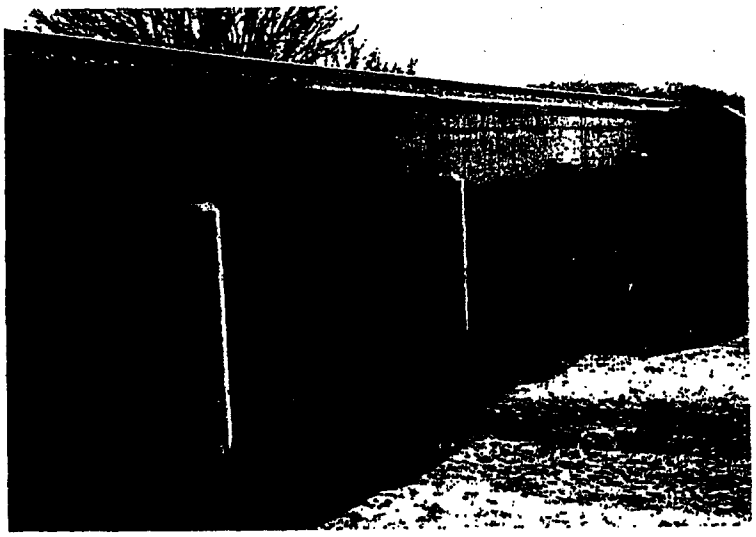
Scene Type *Ballast Deck (Concrete Arch)* Size *28 Foot*
Location *MP 1054.32*





Scene Type *Ballast Deck Concrete Slab* **Size** *110 Foot*
Location *MP 1056.59*





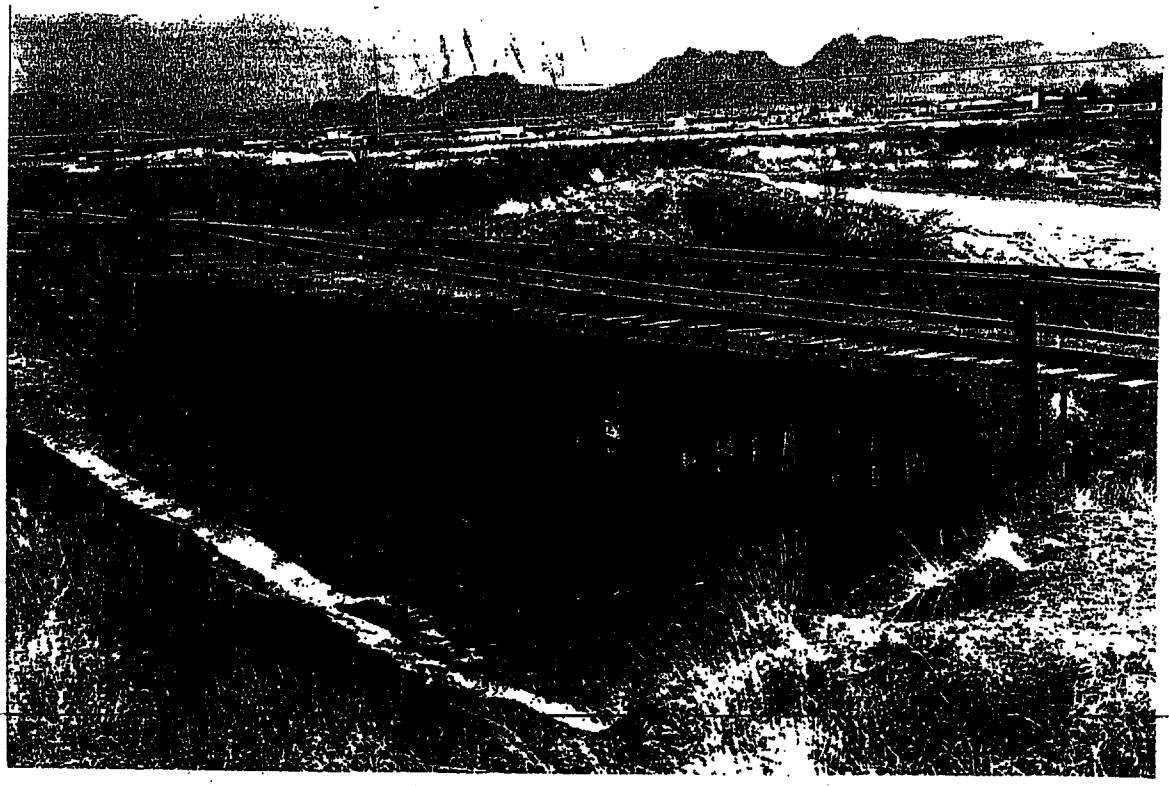
Scene Type *Ballast Deck Bridge* **Size** *120 Foot*
Location *MP 1058.59*





Douglas Branch
Milepost 1108



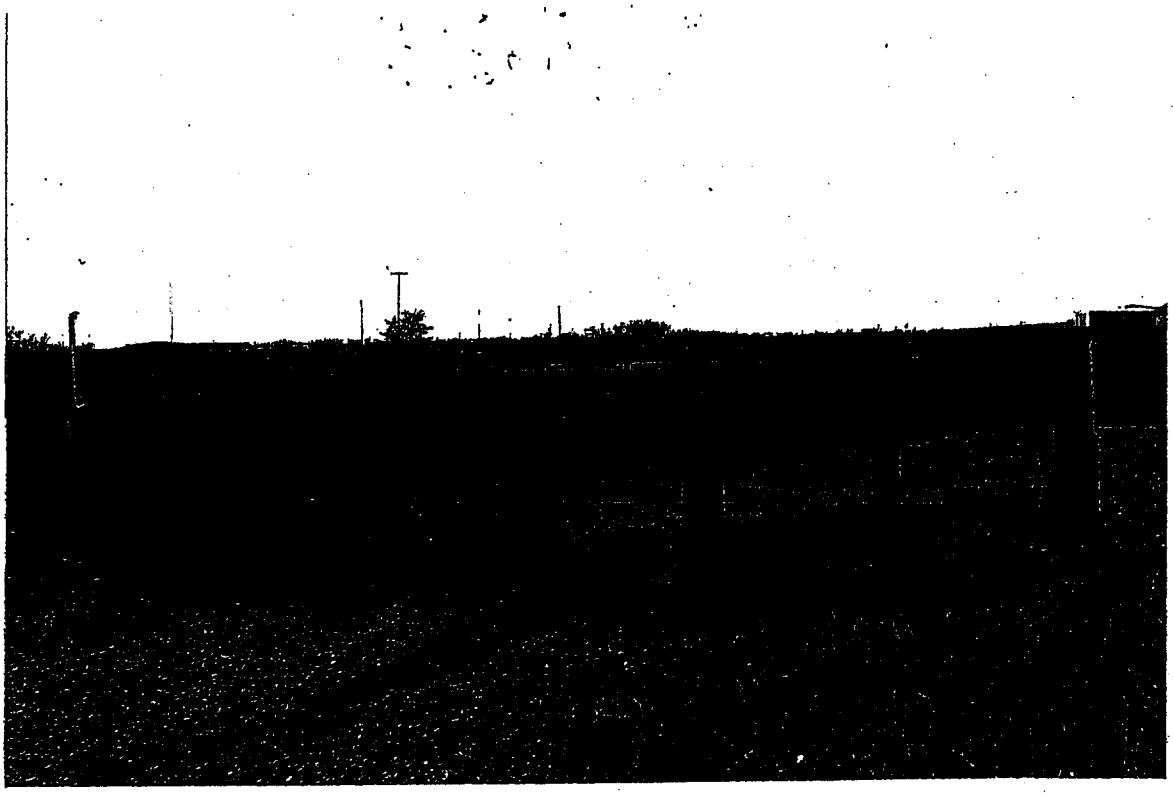


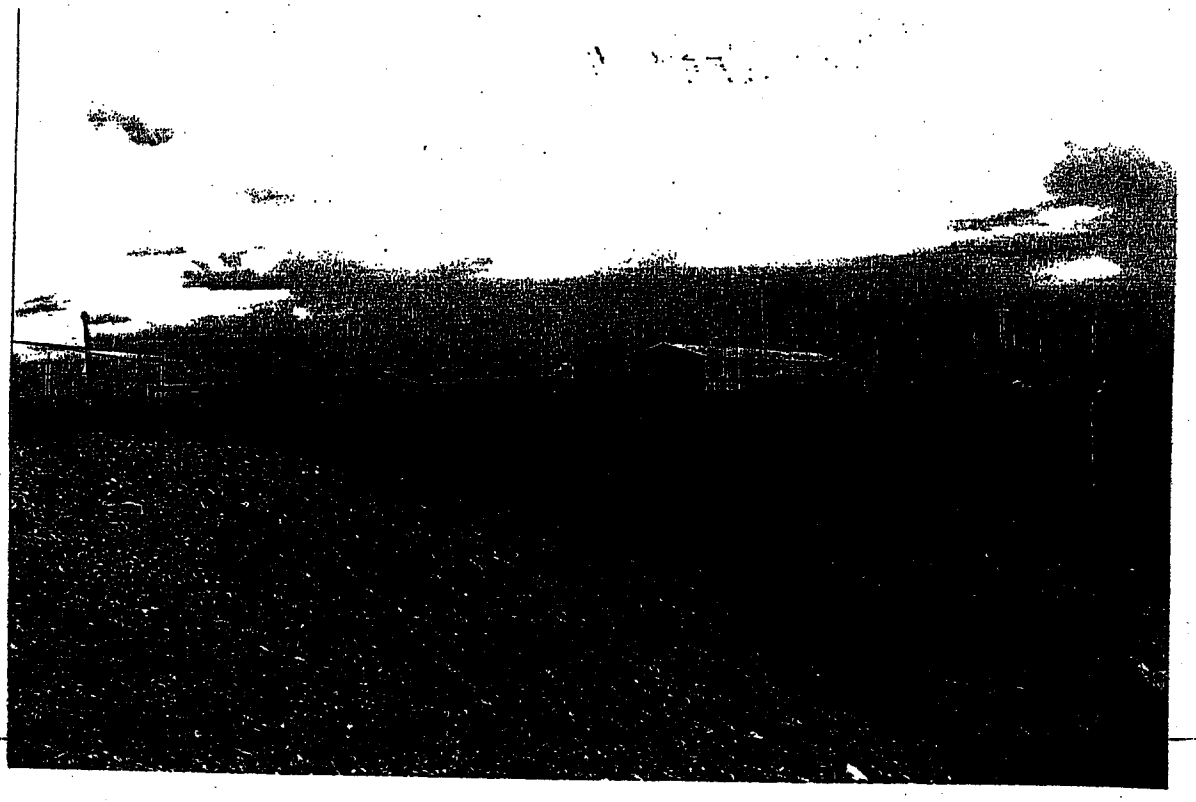
Douglas Branch
Milepost 1107.5





Douglas Branch
Milepost 1106.4





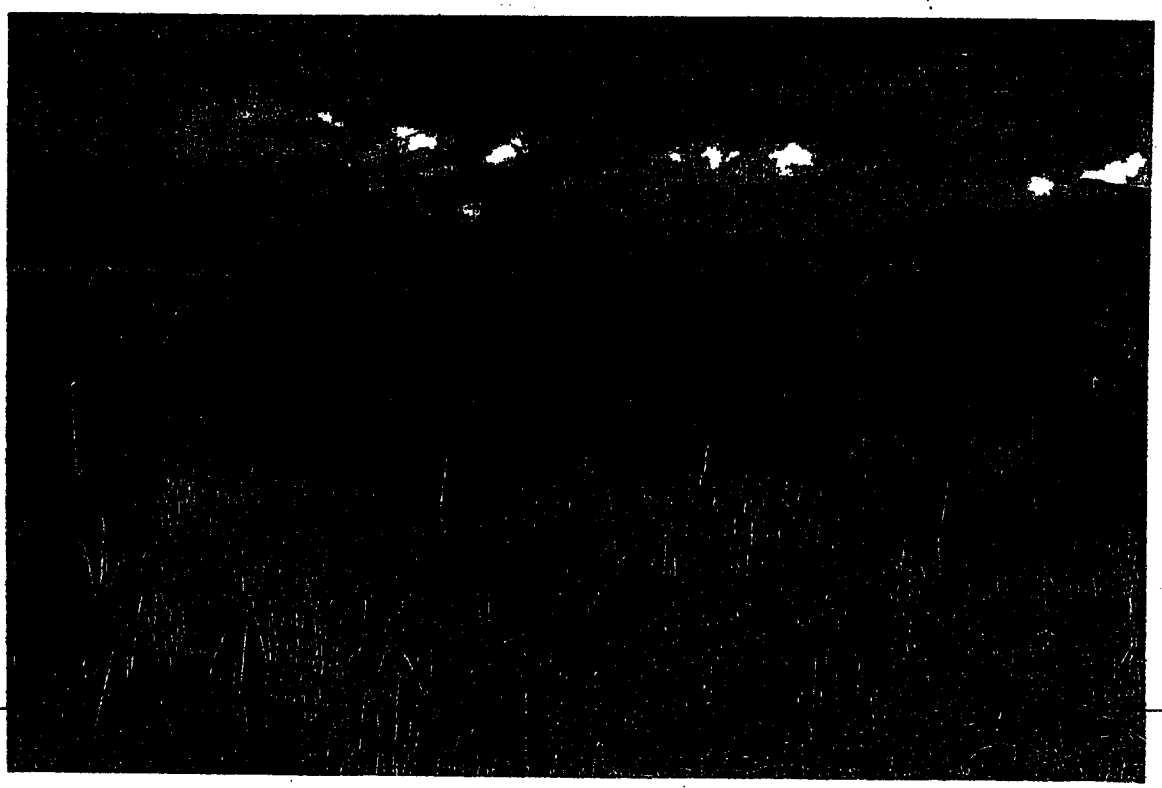
Douglas Branch
Milepost 1104.2





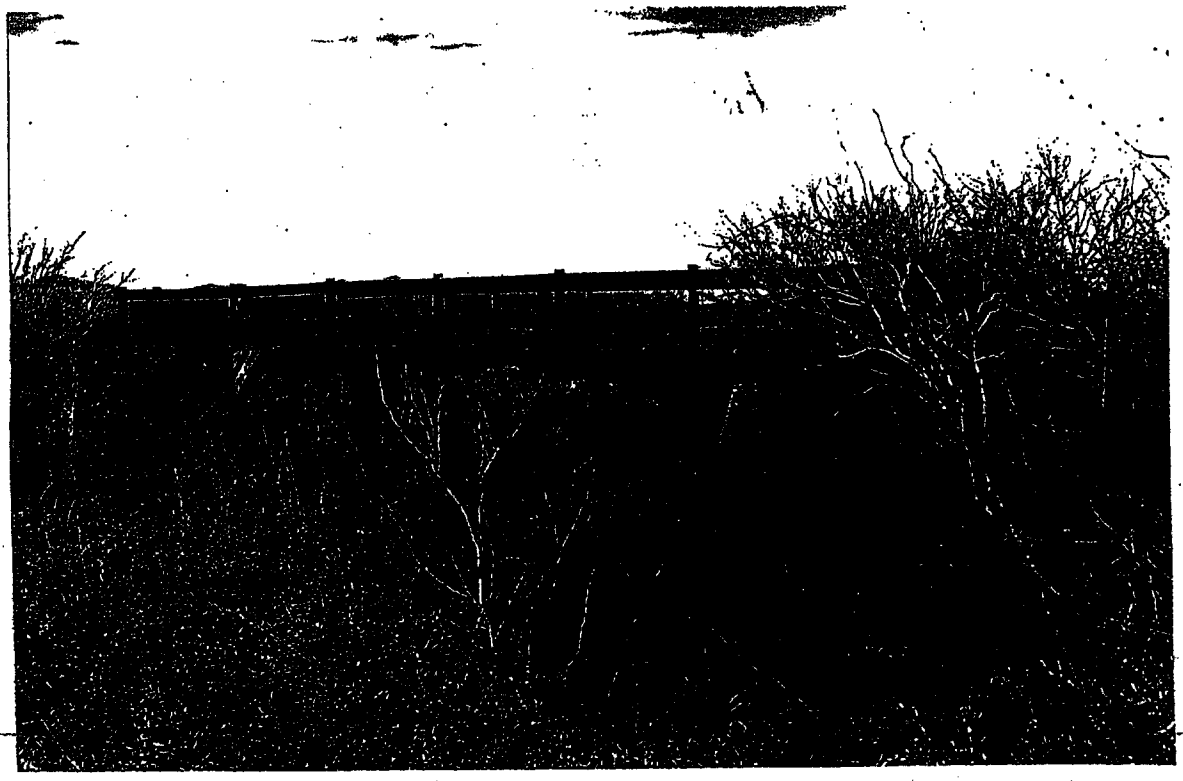
Bisbee Branch



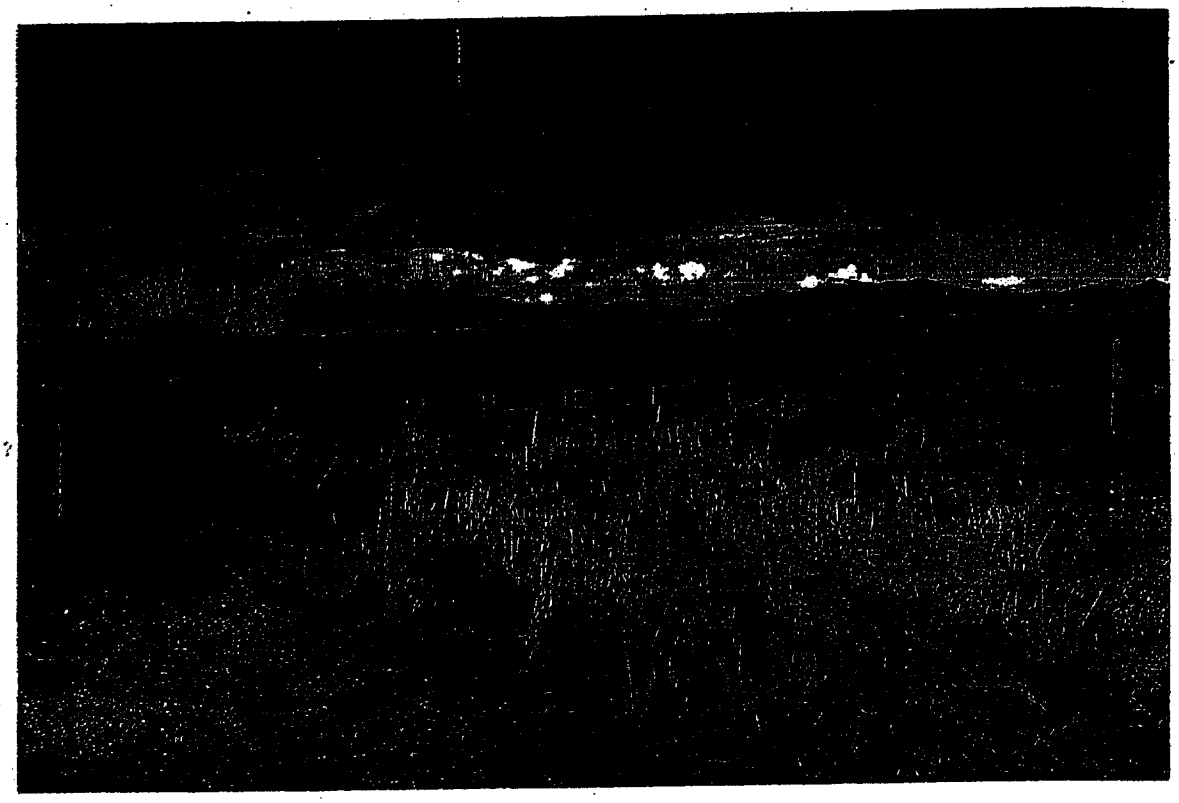


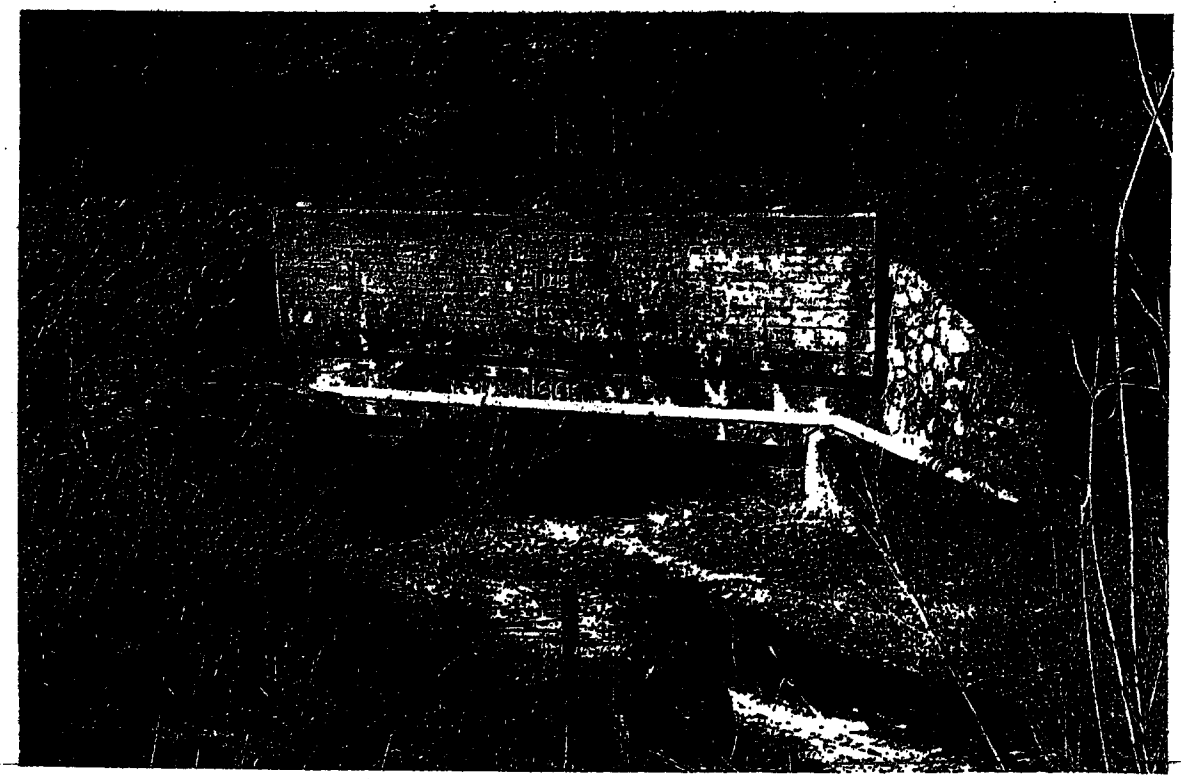
Bisbee Branch





Bisbee Branch

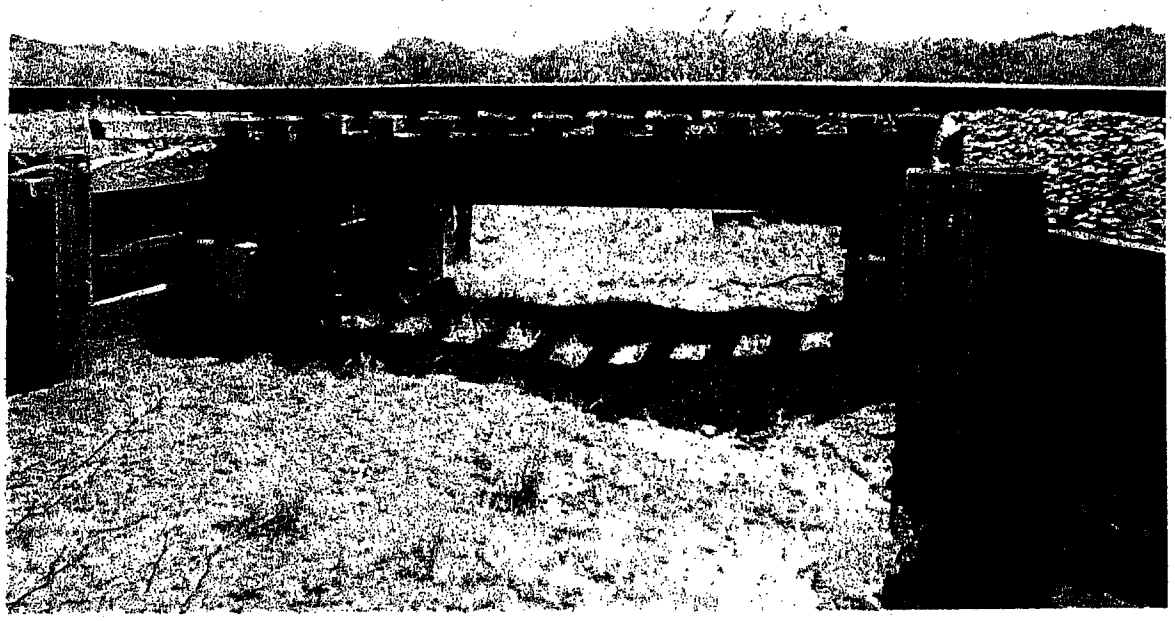




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Sheet of

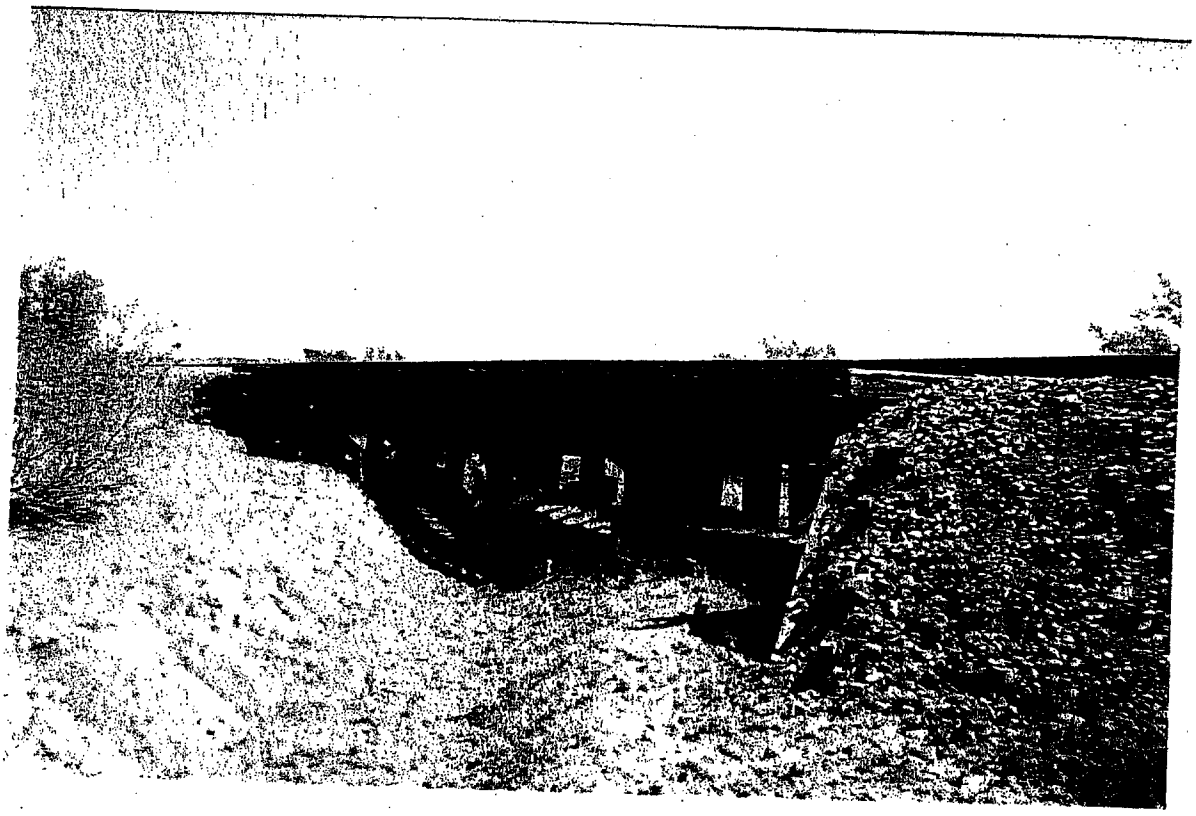
Railroad	San Pedro & Southwestern Railroad	Bridge No. / MP	7.58
Line Segment	Division:	Bridge Over	WASH
Bridge Type	(DDT) BDT PrestrConc Stl Truss	Deck Type	(Open) Ballast
No. of Tracks	1 Number of Spans 1	Vertical Clearance	3'
Date Built	Length per Span 15	Horiz. Track Align.	(Tangent) Curve Spiral



BRIDGE

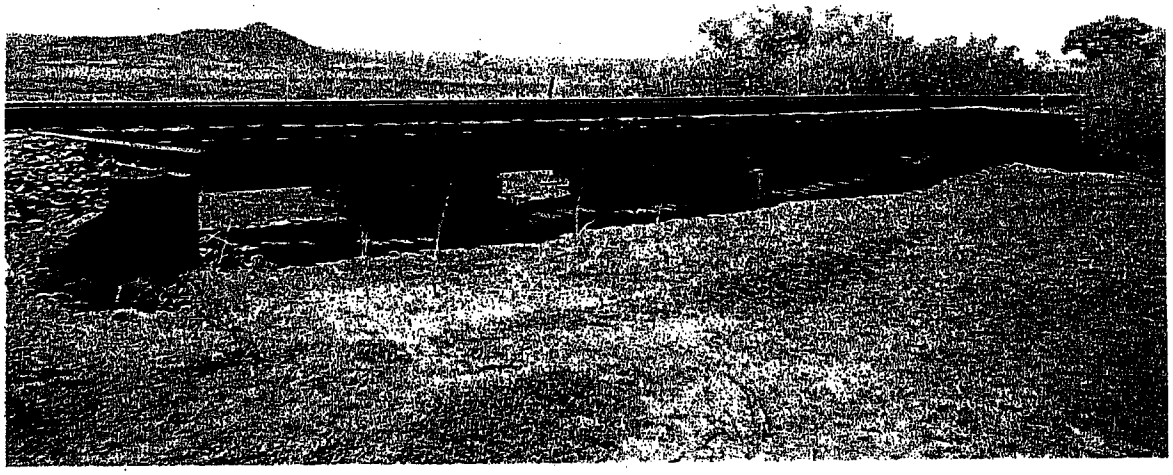
Sheet of

Railroad	San Pedro & Southwestern Railroad	Bridge No. / MP	7.70
Line Segment	Division:	Bridge Over	44SH
Bridge Type	(DDT) BDT PrestrConc Stl Truss	Deck Type	(Open) Ballast
No. of Tracks	1 Number of Spans 6	Vertical Clearance	4
Date Built	Length per Span 14	Horiz. Track Align.	(Tangent) Curve Spiral



BRIDGE

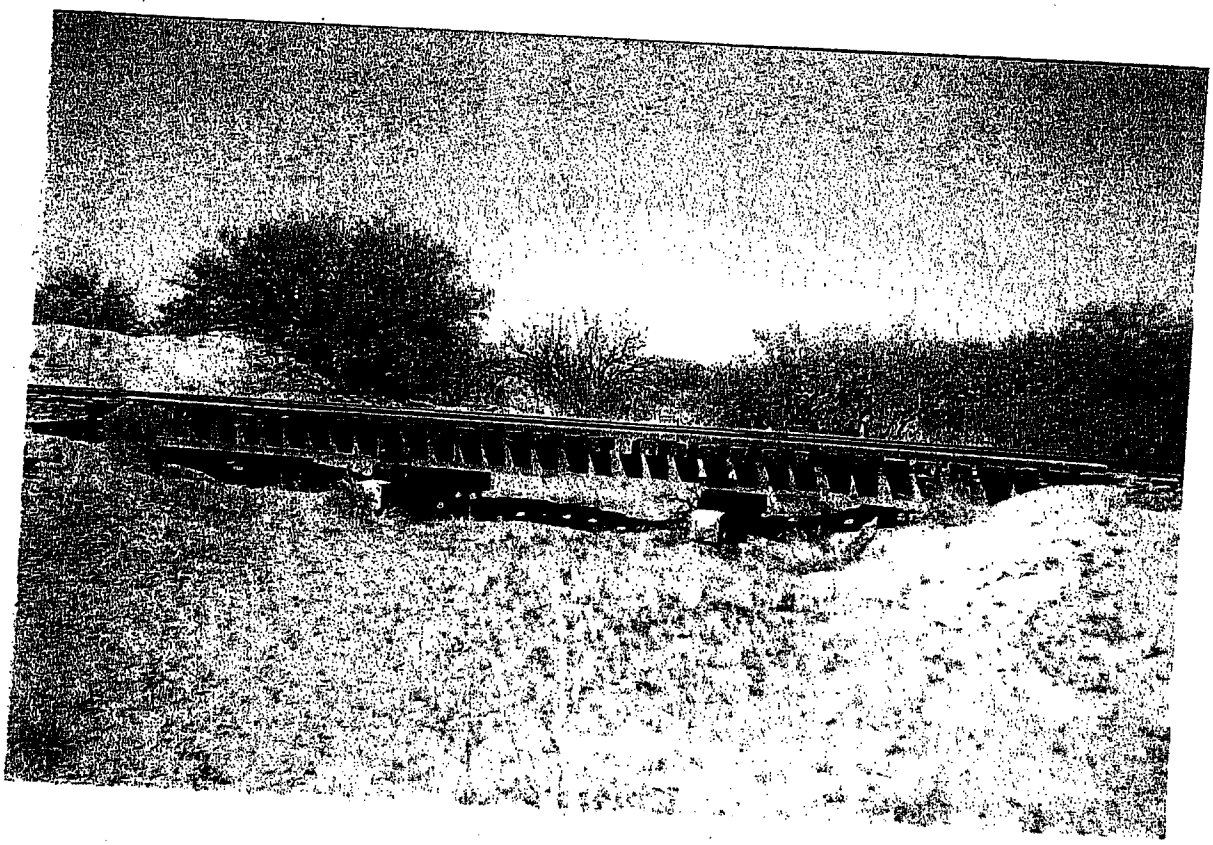
Railroad	San Pedro & Southwestern Railroad	Bridge No. / MP	Sheet of 8,10
Line Segment	Division:	Bridge Over	WASH
Bridge Type	(DDT) BDT PrestrConc Stl Truss	Deck Type	(Open) Ballast
No. of Tracks	1 Number of Spans 4	Vertical Clearance	2.5
Date Built	Length per Span 15	Horiz. Track Align.	(Tangent) Curve Spiral



BRIDGE .

Railroad	San Pedro & Southwestern Railroad	Bridge No. / MP	9.97
Line Segment	Division:	Bridge Over	WASH
Bridge Type	(DDT) BDT PrestrConc Stl Truss	Deck Type	(Open) Ballast
No. of Tracks	1 Number of Spans 3	Vertical Clearance	1.5-2'
Date Built	Length per Span 15	Horiz. Track Align.	(Tangent) Curve Spiral

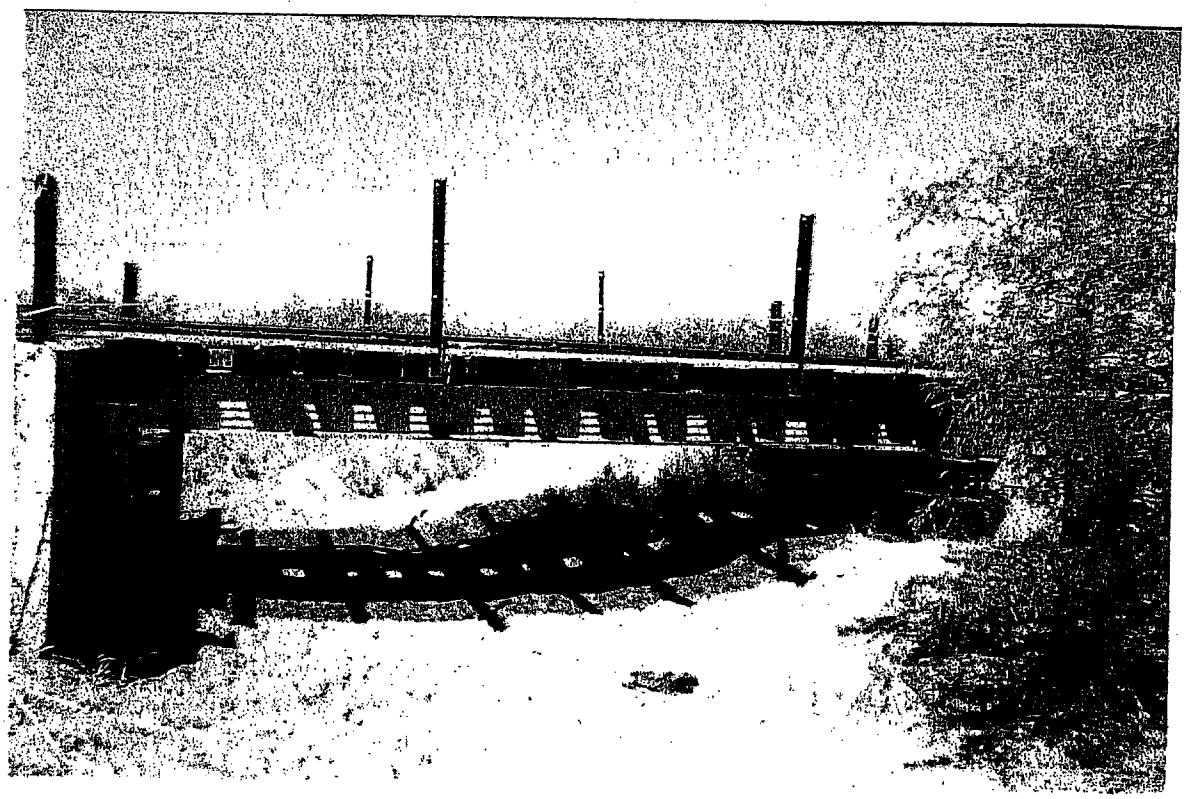
Sheet of



BRIDGE

Railroad	San Pedro & Southwestern Railroad	Bridge No. / MP	10.44
Line Segment	Division:	Bridge Over	WASH
Bridge Type	(OOT) BOT PrestrConc (Stl) Truss	Deck Type	(Open) Ballast
No. of Tracks	1 Number of Spans 1	Vertical Clearance	4'
Date Built	Length per Span 23	Horiz. Track Align.	(Tangent) Curve Spiral

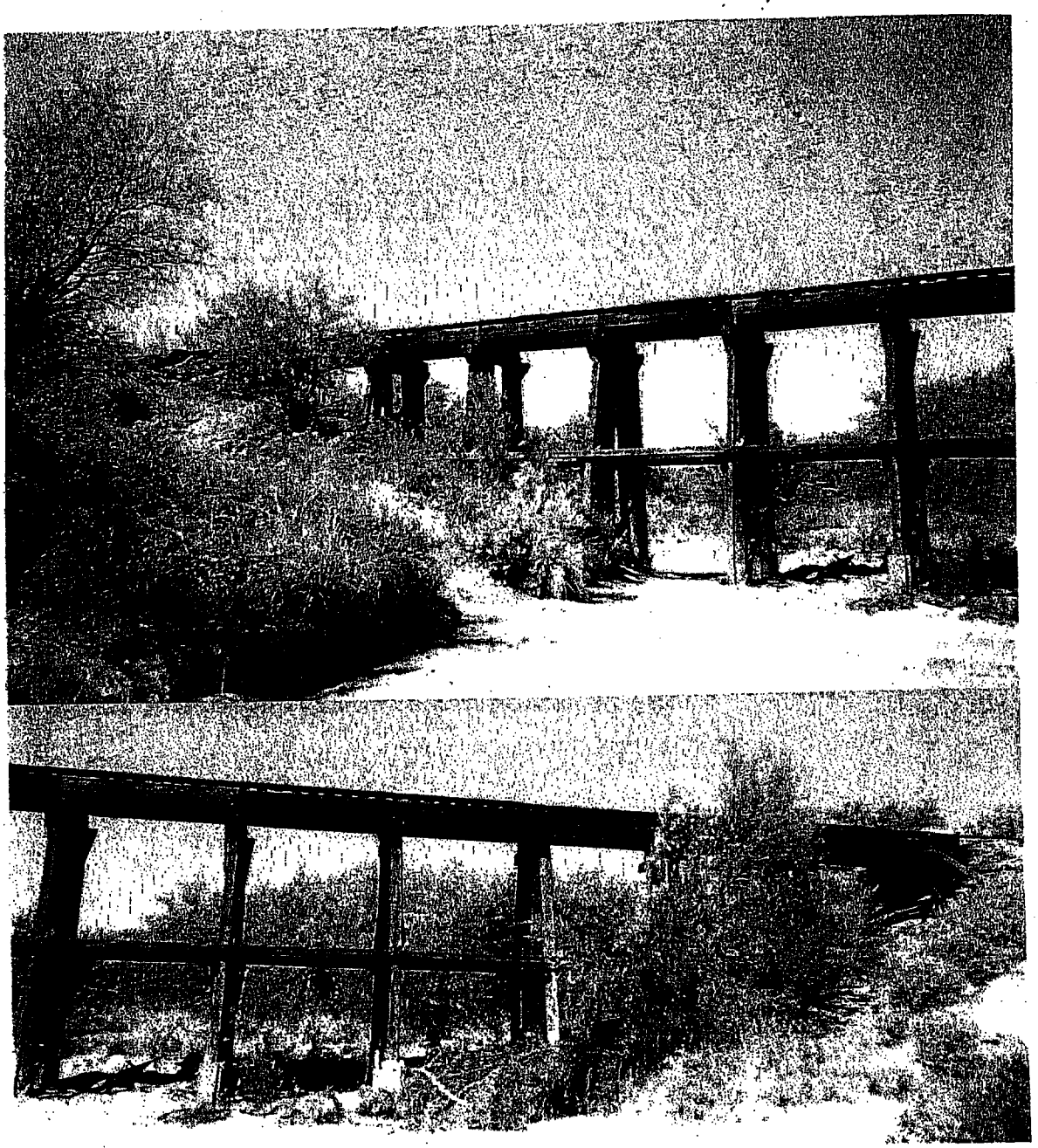
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BRIDGE .

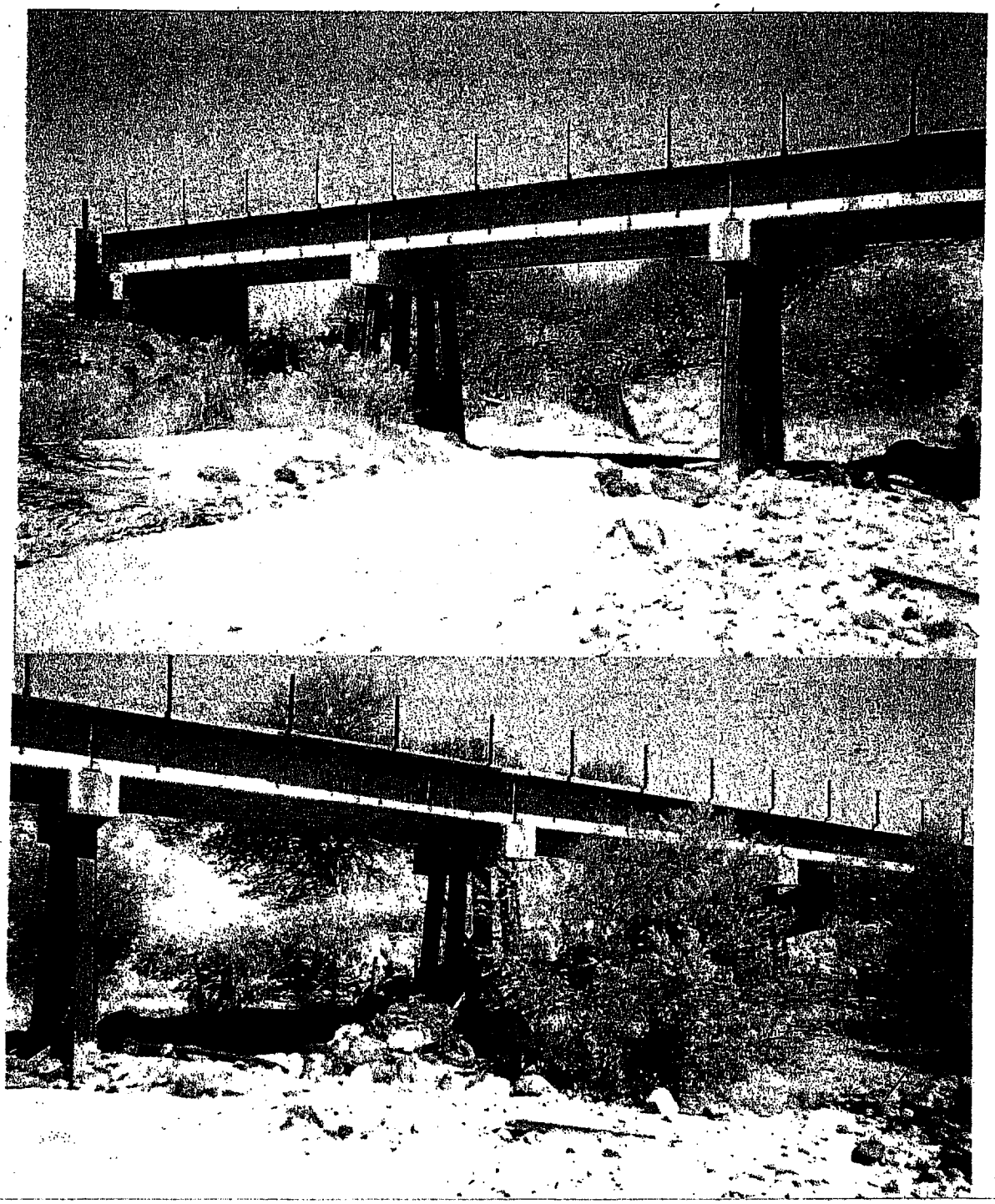
Railroad	San Pedro & Southwestern Railroad	Bridge No. / MP	11.40
Line Segment	Division:	Bridge Over	WASH
Bridge Type	(DDT) BDT PrestrConc Stl Truss	Deck Type	(Open) Ballast
No. of Tracks	1 Number of Spans 11	Vertical Clearance	25
Date Built	Length per Span 14	Horiz. Track Align.	(Tangent) Curve Spiral

Sheet of



BRIDGE .

Railroad	San Pedro & Southwestern Railroad	Bridge No. / MP	Sheet of 11.78
Line Segment	Division:	Bridge Over	W.95H
Bridge Type	QDT BDT (PrestrConc.) Stl Truss	Deck Type	Open (Ballast)
No. of Tracks	1 Number of Spans 5	Vertical Clearance	17
Date Built	Length per Span 30	Horiz. Track Align.	Tangent, Curve (Spiral)



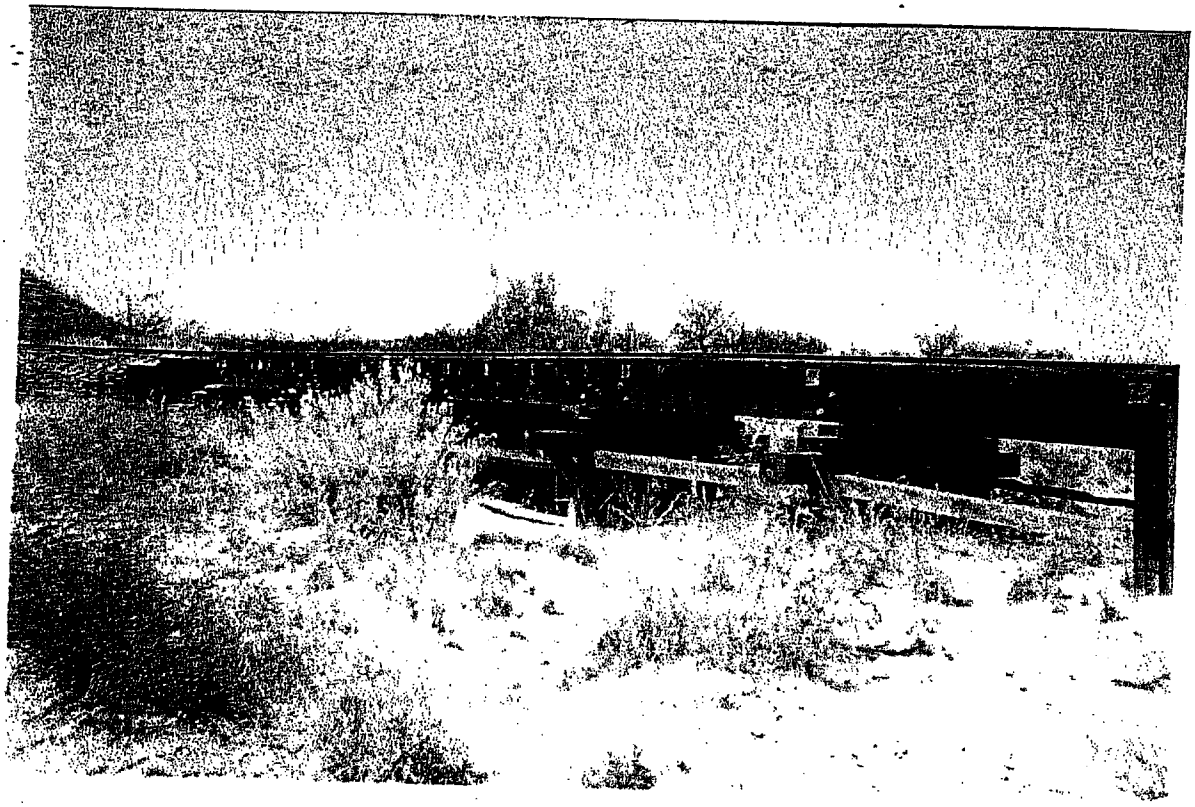
BRIDGE .

Railroad	San Pedro & Southwestern Railroad	Bridge No. / MP	Sheet of 12.96
Line Segment	Division:	Bridge Over	W.Slf
Bridge Type	(DT) BDT PrestrConc Stl Truss	Deck Type	(Open) Ballast
No. of Tracks	1 Number of Spans 1	Vertical Clearance	
Date Built	Length per Span 14	Horiz. Track Align.	(Tangent) Curve Spiral



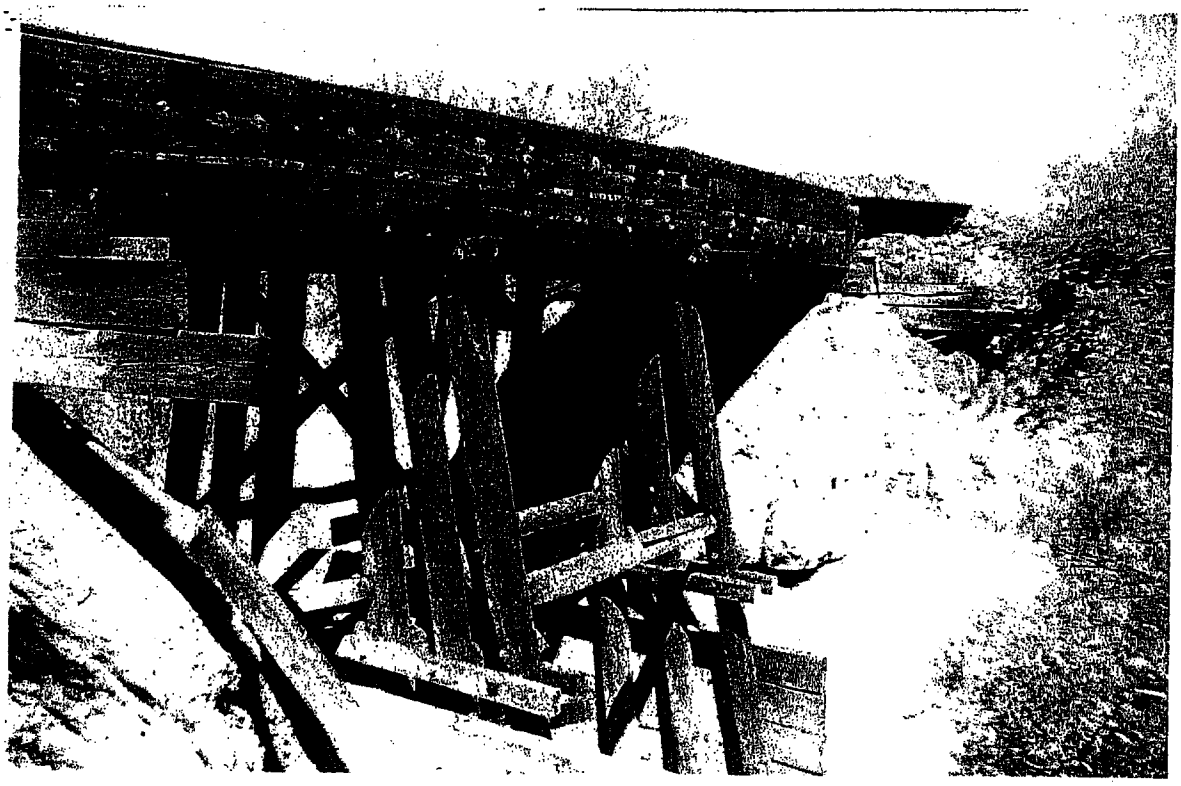
BRIDGE .

			Sheet of
Railroad	San Pedro & Southwestern Railroad	Bridge No. / MP	13.52
Line Segment	Division:	Bridge Over	4th St
Bridge Type	(DT) BDT PrestrConc Stl Truss	Deck Type	(Open) Ballast
No. of Tracks	1 Number of Spans 5	Vertical Clearance	6-7
Date Built	Length per Span 14	Horiz. Track Align.	(Tangent) Curve Spiral



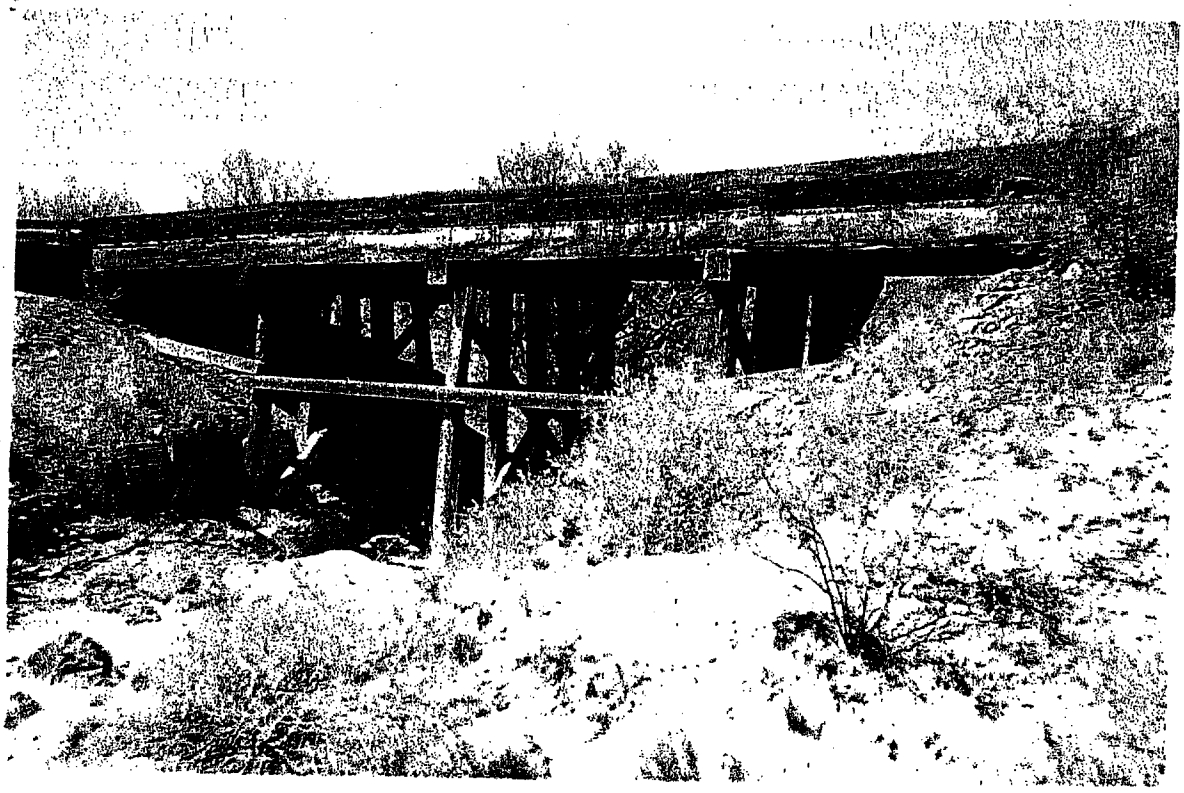
BRIDGE

										Sheet	of
Railroad	San Pedro & Southwestern Railroad							Bridge No. / MP		13.77	
Line Segment	Division:							Bridge Over		WASH	
Bridge Type	(ODT)	(BDT)	PrestrConc		Stl		Truss	Deck Type		Open	(Ballast)
No. of Tracks	1		Number of Spans			3		Vertical Clearance		20'-22'	
Date Built			Length per Span			14		Horiz. Track Align.		(Tangent)	Curve Spiral



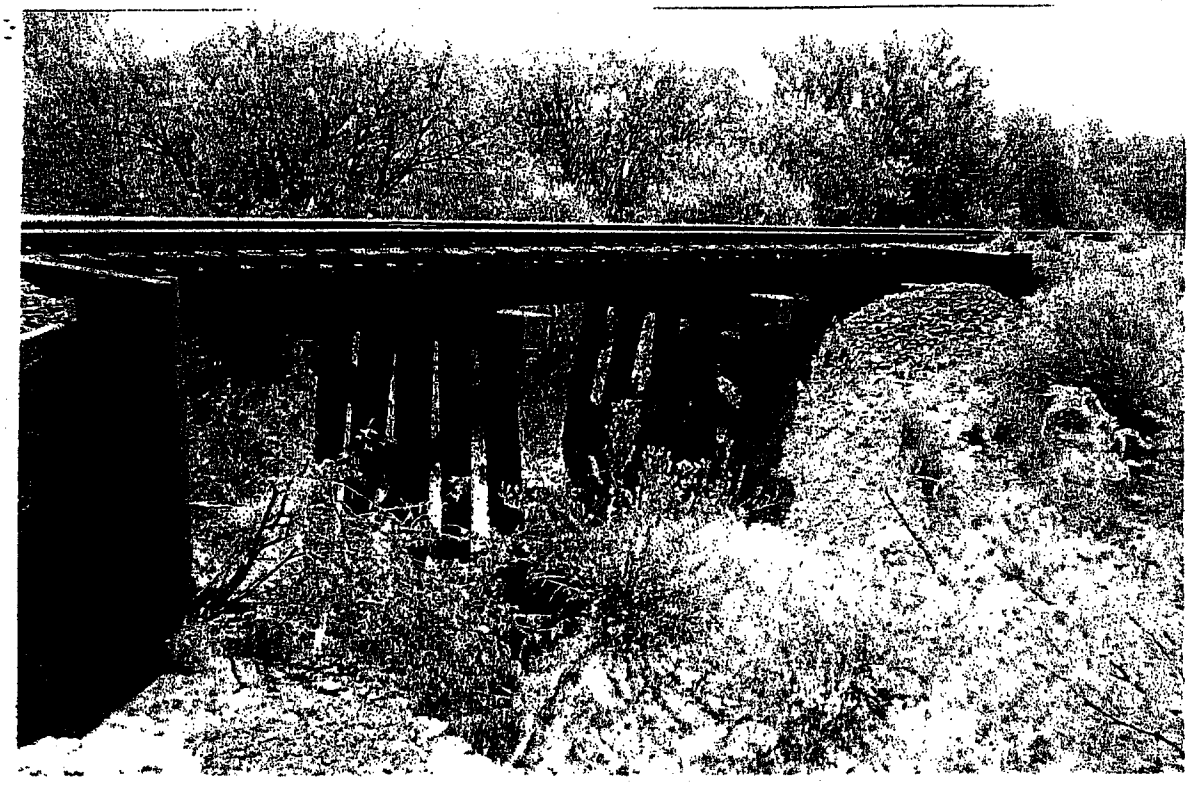
BRIDGE ..

			Sheet of
Railroad	San Pedro & Southwestern Railroad	Bridge No. / MP	14.16
Line Segment	Division:	Bridge Over	WASH
Bridge Type	(DDT) (BDT) PrestrConc Stl Truss	Deck Type	Open (Ballast)
No. of Tracks	1 Number of Spans 4	Vertical Clearance	16
Date Built	Length per Span 14	Horiz. Track Align.	(Tangent) Curve Spiral



BRIDGE .,

			Sheet of
Railroad	San Pedro & Southwestern Railroad	Bridge No. / MP	14.57
Line Segment	Division:	Bridge Over	WASH
Bridge Type	(DDT) BDT PrestrConc Stl Truss	Deck Type	(Open) Ballast
No. of Tracks	1 Number of Spans 3	Vertical Clearance	12
Date Built	Length per Span 15	Horiz. Track Align.	(Tangent) Curve Spiral



BRIDGE .

Sheet of

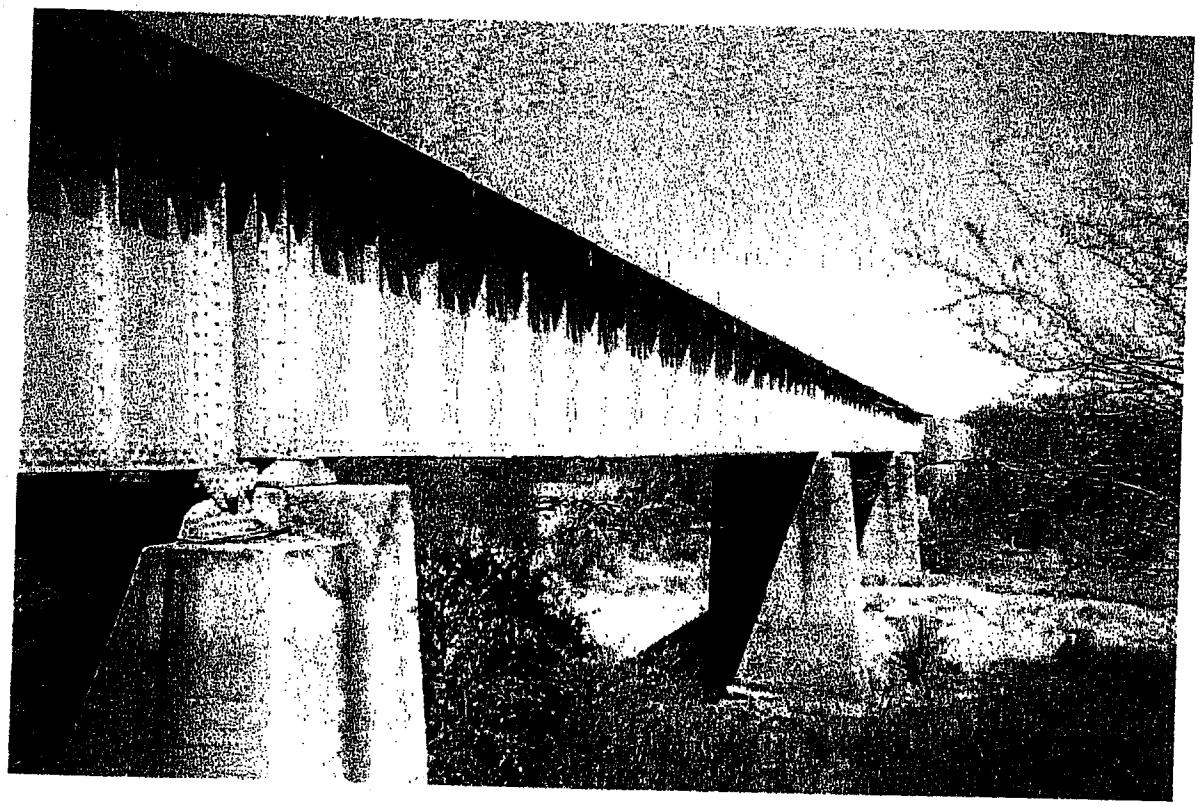
Railroad	San Pedro & Southwestern Railroad	Bridge No. / MP	1623
Line Segment	Division:	Bridge Over	WASH
Bridge Type	(DDT) (BDT) PrestrConc Stl Truss	Deck Type	Open (Ballast)
No. of Tracks	1 Number of Spans 4	Vertical Clearance	18
Date Built	Length per Span 14	Horiz. Track Align.	(Tangent) Curve Spiral



BRIDGE .

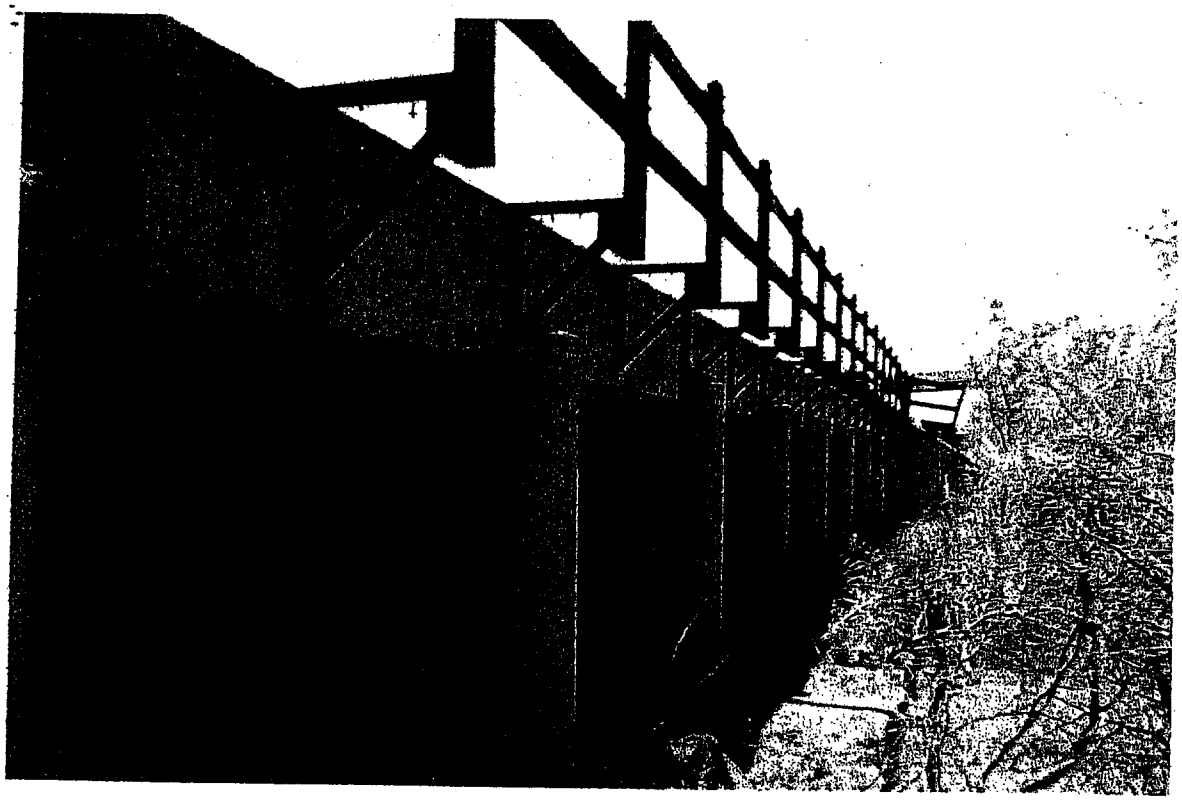
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Railroad	San Pedro & Southwestern Railroad	Bridge No. / MP	18.10
Line Segment	Division:	Bridge Over	SAN PEDRO RIVER
Bridge Type	ODT BDT PrestrConc (Stl) Truss	Deck Type	(Open) Ballast
No. of Tracks	1 Number of Spans 4	Vertical Clearance	25'
Date Built	Length per Span 90	Horiz. Track Align.	(Tangent) Curve Spiral



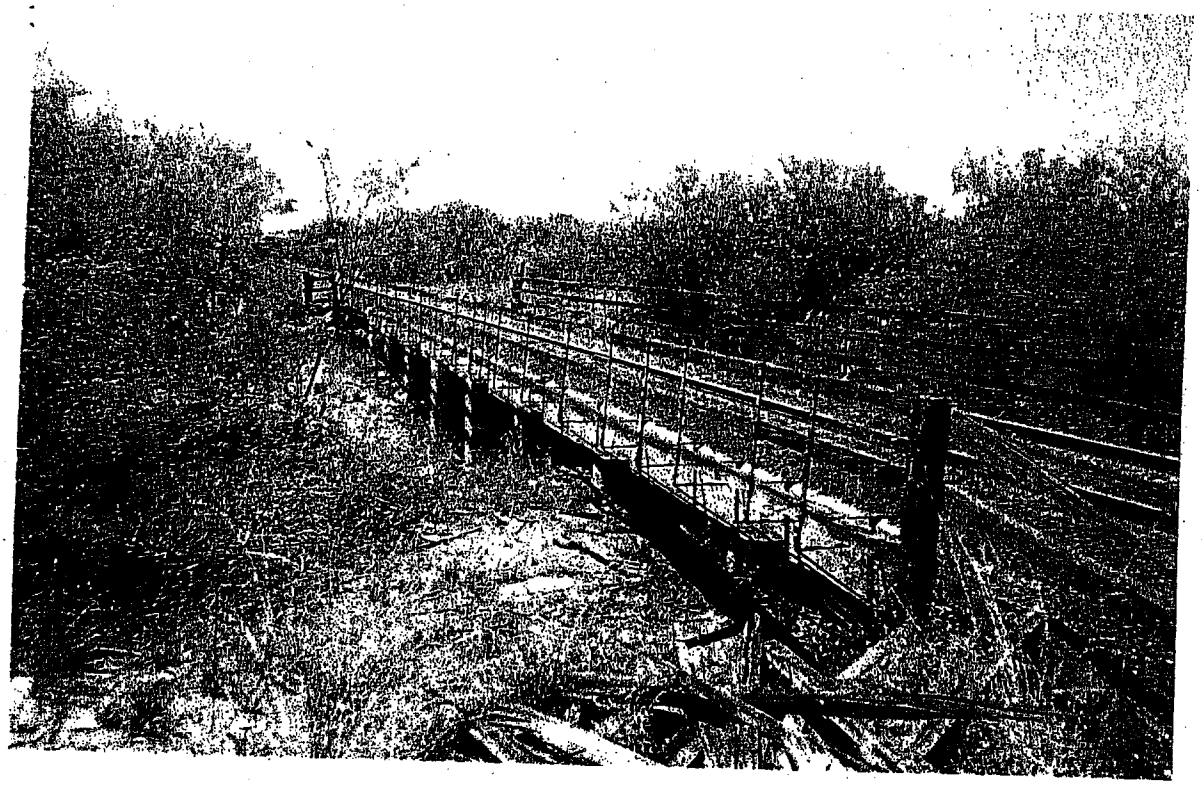
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			Sheet of
Railroad	San Pedro & Southwestern Railroad	Bridge No. / MP	13.70
Line Segment	Division:	Bridge Over	LWASH
Bridge Type	(DDT) BDT ~~Prest~~ (Conc) Stl Truss	Deck Type	Open (Ballast)
No. of Tracks	1 Number of Spans 9	Vertical Clearance	6.7
Date Built	Length per Span 12	Horiz. Track Align.	(Tangent) Curve Spiral



BRIDGE

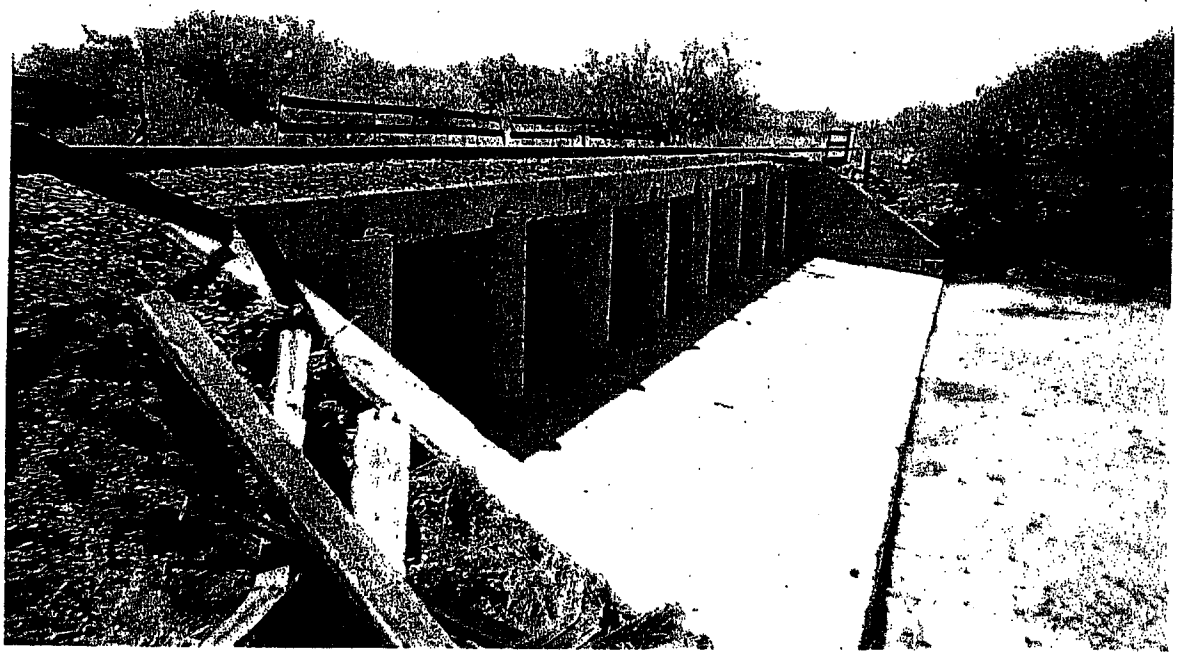
Railroad	San Pedro & Southwestern Railroad	Bridge No. / MP	Sheet of 18.82
Line Segment	Division:	Bridge Over	W ASH
Bridge Type	(DDT) BDT ~~Prest~~ (Conc) Stl Truss	Deck Type	Open (Ballast)
No. of Tracks	1 Number of Spans 9	Vertical Clearance	6'
Date Built	Length per Span 12	Horiz. Track Align.	(Tangent) Curve Spiral



BRIDGE

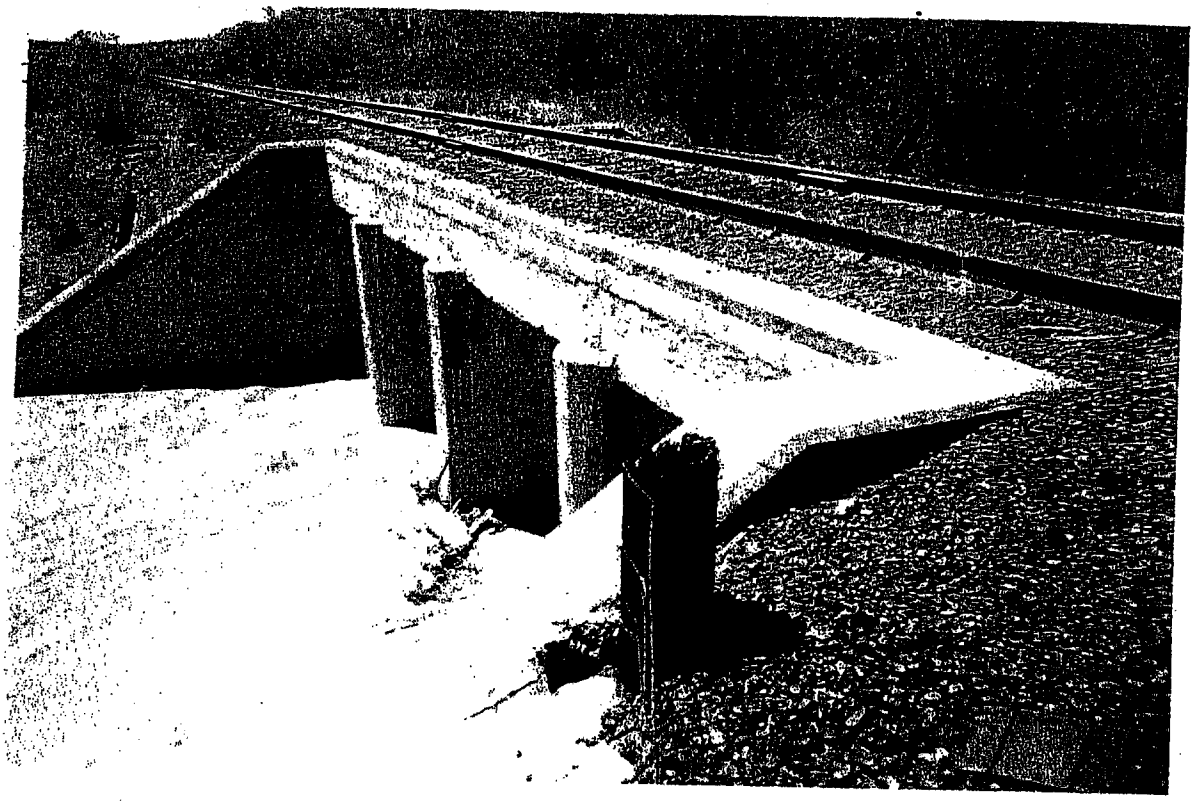
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Railroad	San Pedro & Southwestern Railroad	Bridge No. / MP	18.94
Line Segment	Division:	Bridge Over	Tombstone Gulch
Bridge Type	ODT BDT Prest/Conc. Stl Truss	Deck Type	Open Ballast
No. of Tracks	1 Number of Spans 9	Vertical Clearance	3-8
Date Built	Length per Span 12	Horiz. Track Align.	Tangent Curve Spiral



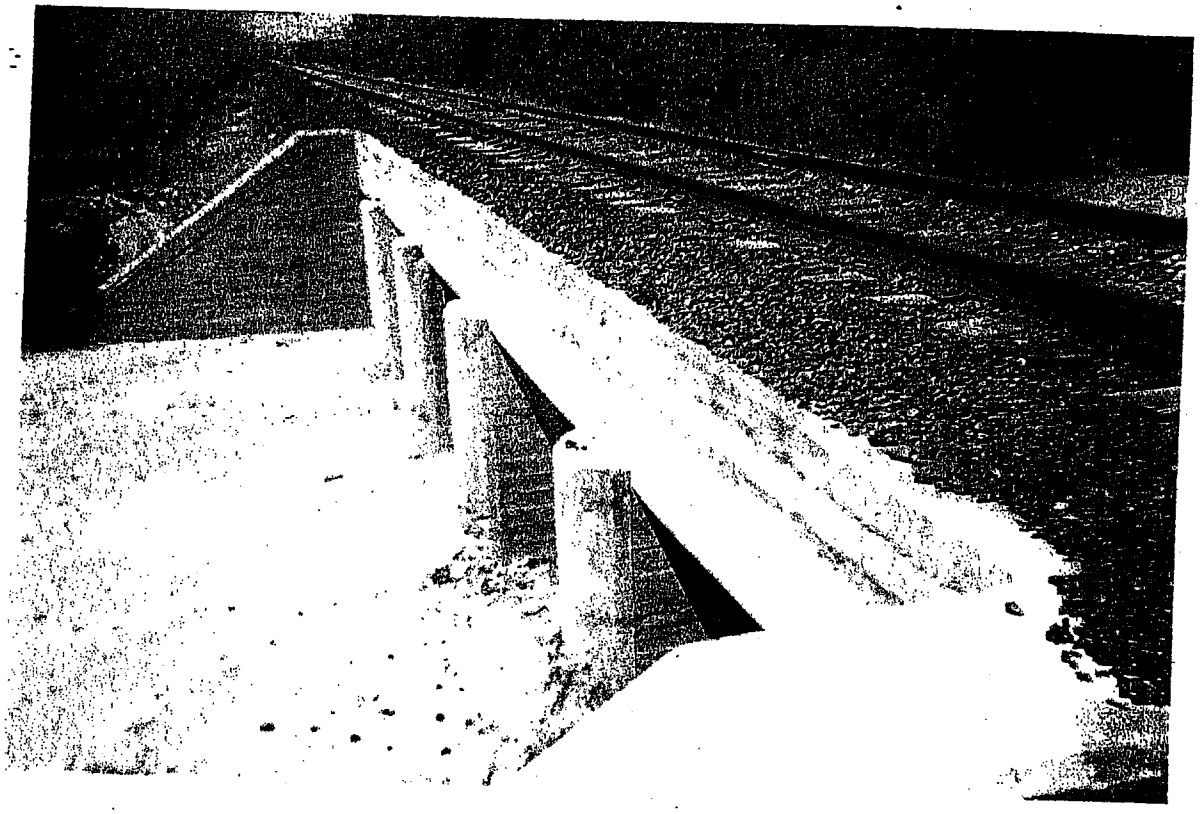
BRIDGE .

			Sheet of
Railroad	San Pedro & Southwestern Railroad	Bridge No. / MP	2014
Line Segment	Division:	Bridge Over	W 9th
Bridge Type	(DT) BDT ~~Prestr~~ (Conc.) Stl Truss	Deck Type	Open (Ballast)
No. of Tracks	1 Number of Spans 4	Vertical Clearance	8
Date Built	Length per Span 12.5'	Horiz. Track Align.	(Tangent) Curve Spiral



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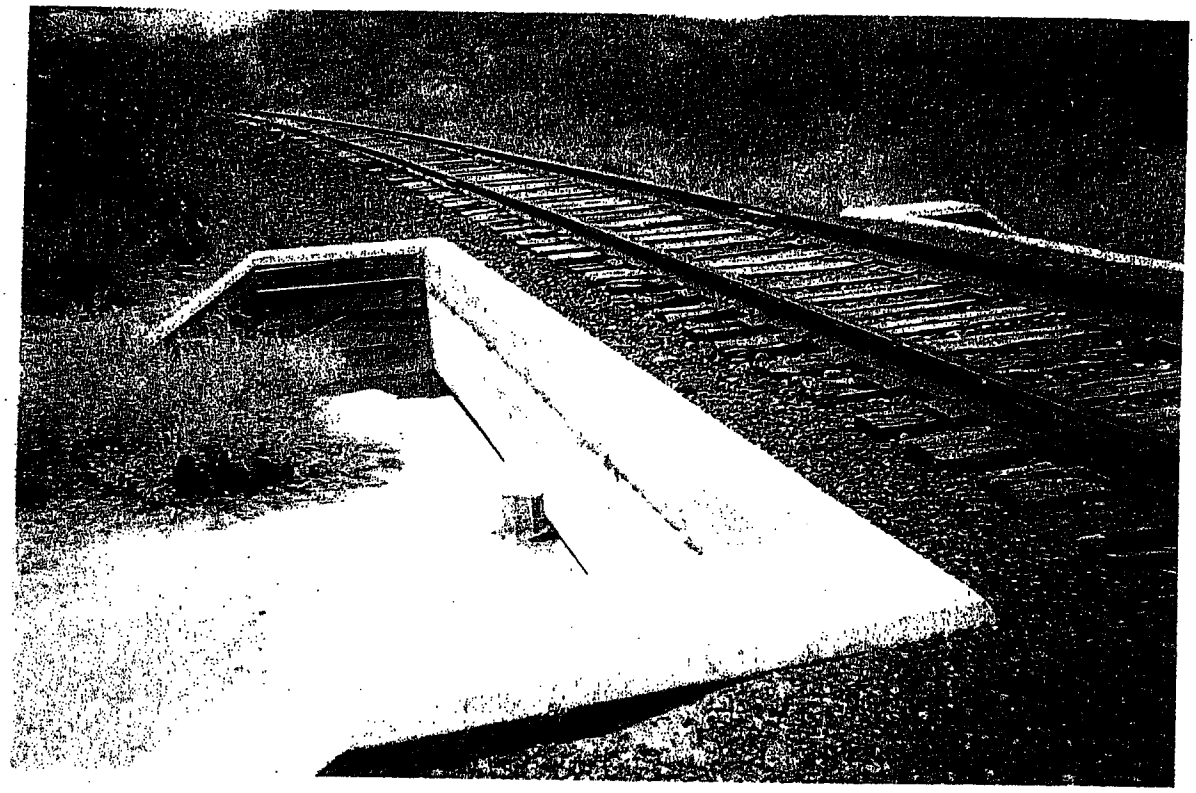
			Sheet of
Railroad	San Pedro & Southwestern Railroad	Bridge No. / MP	21.1
Line Segment	Division:	Bridge Over	WASH
Bridge Type	ODT BDT ~~Prest~~Conc Stl Truss	Deck Type	Open Ballast
No. of Tracks	1 Number of Spans 5	Vertical Clearance	7
Date Built	Length per Span 12	Horiz. Track Align.	~~Tangent~~ Curve Spiral



BRIDGE

Railroad	San Pedro & Southwestern Railroad	Bridge No. / MP	21.75
Line Segment	Division:	Bridge Over	W.S.H
Bridge Type	ODT BDT ~~Prestr~~Conc Stl Truss	Deck Type	Open Ballast
No. of Tracks	1 Number of Spans 2	Vertical Clearance	8"
Date Built	Length per Span 14	Horiz. Track Align.	Tangent Curve Spiral

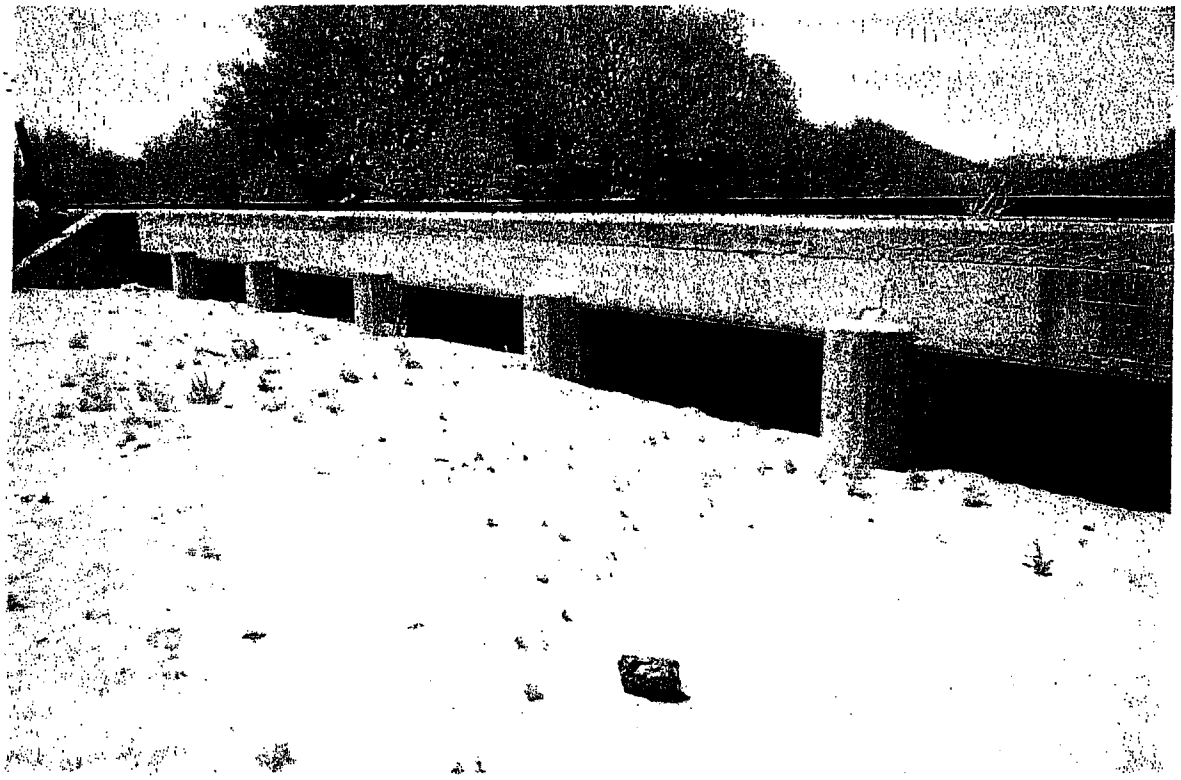
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BRIDGE .

Sheet of

Railroad	San Pedro & Southwestern Railroad	Bridge No. / MP	23.70
Line Segment	Division:	Bridge Over	WASH
Bridge Type	ODT BDT ~~Prest~~Conc Stl Truss	Deck Type	Open (Ballast)
No. of Tracks	1 Number of Spans 6	Vertical Clearance	23'
Date Built	Length per Span 12	Horiz. Track Align.	(Tangent) Curve Spiral

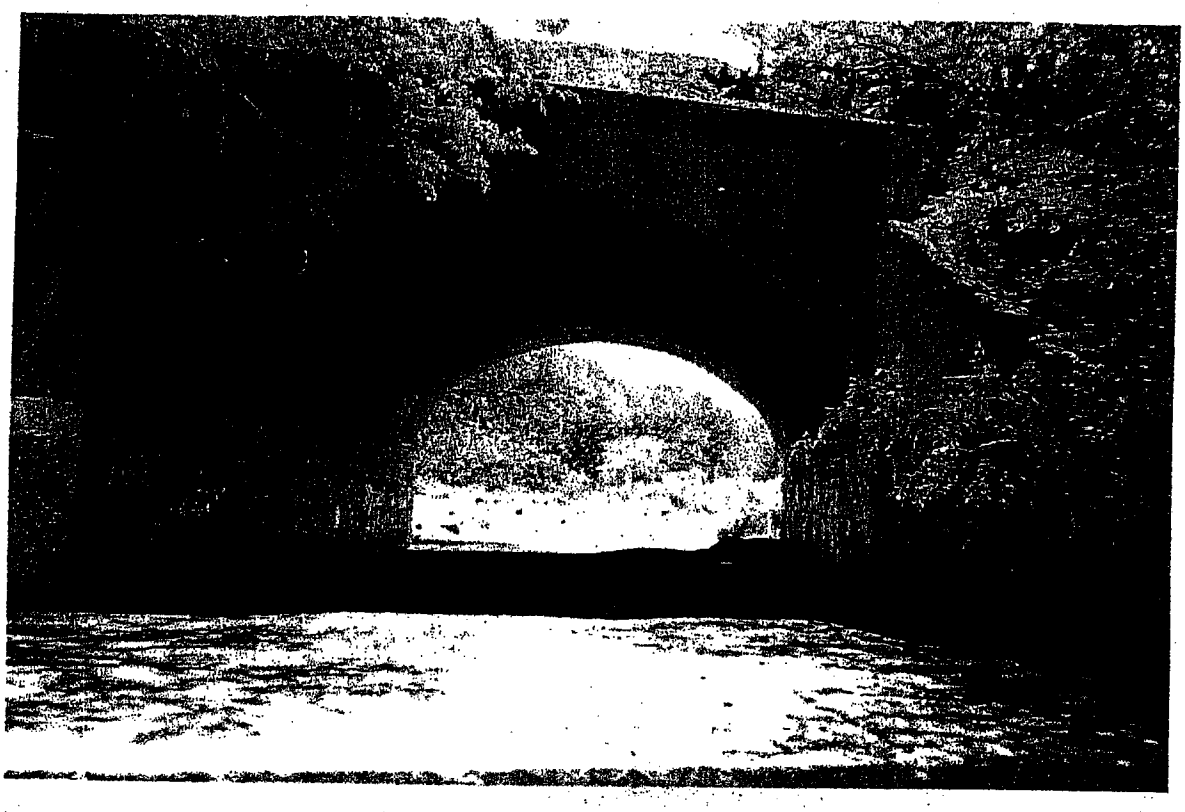


BRIDGE ..

Railroad	San Pedro & Southwestern Railroad	Bridge No. / MP	25.70
Line Segment	Division:	Bridge Over	W. 95th
Bridge Type	(DDT) BDT Prest(Conc) Stl Truss	Deck Type	Open (Ballast)
No. of Tracks	1 Number of Spans 1	Vertical Clearance	20
Date Built	Length per Span 28	Horiz. Track Align.	(Tangent) Curve Spiral

Sheet of

CONC ARCH



RULE 5.8.2

PRIVATE AND PUBLIC GRADE CROSSINGS REQUIRING WHISTLE BLOWING AND BELL

Type	Gates	Milepost
Public	No	8.3
Private	No	8.7
Private	No	15.99
Private	No	20.9
Private	No	21.45
Public	Yes	26.2
Private	No	30.1
Public	No	40.1
Private	No	40.7
Private	No	42.8
Public	No	52.0
Public	Yes	52.7
Public	No	55.8
Private	No	57.99
Private	No	58.2
Private	No	62
Private	No	63.97

ATTACHMENT 9

JOHN D. HEFFNER, PLLC
1920 N STREET, N.W.
SUITE 800
WASHINGTON, D.C. 20036
(202) 263-4180
FAX (202) 296-3939
j.heffner@verizon.net

September 23, 2005

Arizona State Parks
1300 West Washington
Phoenix, AZ 85007

Re: STB Docket AB-No. 1081X
San Pedro Railroad Operating Company, LLC
Abandonment Exemption

To Whom It may Concern:

This letter is to advise you that San Pedro Railroad Operating Company, LLC (SPROC) plans to resubmit a previously filed request to the federal Surface Transportation Board (STB) to discontinue service over, and abandon, four segments of its rail line, all in Cochise County, AZ (the subject lines). The subject lines include (1) the line of railroad extending between milepost 1085.0 at Bisbee Junction, AZ, and milepost 1090.6 at Bisbee, AZ, a distance of 5.6 miles; (2) the line of railroad extending between milepost 1097.3 near Paul Spur, AZ, and milepost 1106.5 near Douglas, AZ, a distance of 9.2 miles; (3) the line of railroad extending between milepost 1055.8 near Charleston, AZ, and milepost 1097.3 near Paul Spur, AZ, a distance of 41.5 miles; and (4) the line of railroad extending between milepost 1040.15 near Curtiss, AZ, and milepost 1055.8 near Charleston, AZ, a distance of 15.65 miles. On or about October 10, 2005, SPROC will seek STB authorization to accomplish the proposed discontinuance and abandonment by filing an individual petition for exemption from the provisions of the 49 USC 10903. This line traverses U.S. Postal Service zip codes 85602, 85603, 85607, and 85615.

Enclosed is a draft Environmental and Historic Report ("EHR"), a document which SPROC must complete and file with the STB as a component of its abandonment filing. The draft EHR explains in greater detail the scope of the proposed rail line abandonment, including a more particular description of the rail line in question. We have also enclosed a map which

should assist in your review of the environmental and/or historic impacts (if any) which may arise as a consequence of the abandonment or salvage of the rail structure on this line.

In connection with this abandonment, Applicant is required by the STB's regulations (at 49 C.F.R. 1105) to prepare as part of its Application an Environmental and Historic Report addressing the following issues:

(I) Are sites or structures listed in the National Register of Historic Places affected? If so, describe the effects.

To the best of Applicant's knowledge, no site or structures listed in the National Register of Historic Places will be affected.

(ii) Will sites or structures 50 years old or older be affected? If so, and such sites or structures are not listed in the National Register or Historic Places, Applicant would submit, at the earliest possible juncture, a description of the line, including a map, as well as photographs and descriptions of such structures to the appropriate State Historic Preservation Office for review and include a copy of the cover letter in the Environmental and Historic Report.

Per Applicant's prior communications with William Collins in your office, Applicant will not, unless specifically required, provide a detailed map or color photographs of structures along the line but will provide a less detailed map along with black-and-white copies of photographs included in previous abandonment proceedings pertaining to the subject lines..

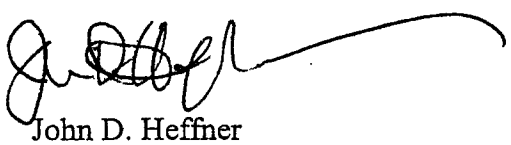
(iii) Will culturally significant locations, archaeological sites, or unique land forms be affected? If so, applicant should consult with the involved State Historic Preservation Office.

To the best of Applicant's knowledge, no culturally significant locations, archaeological sites, or unique land forms will be affected.

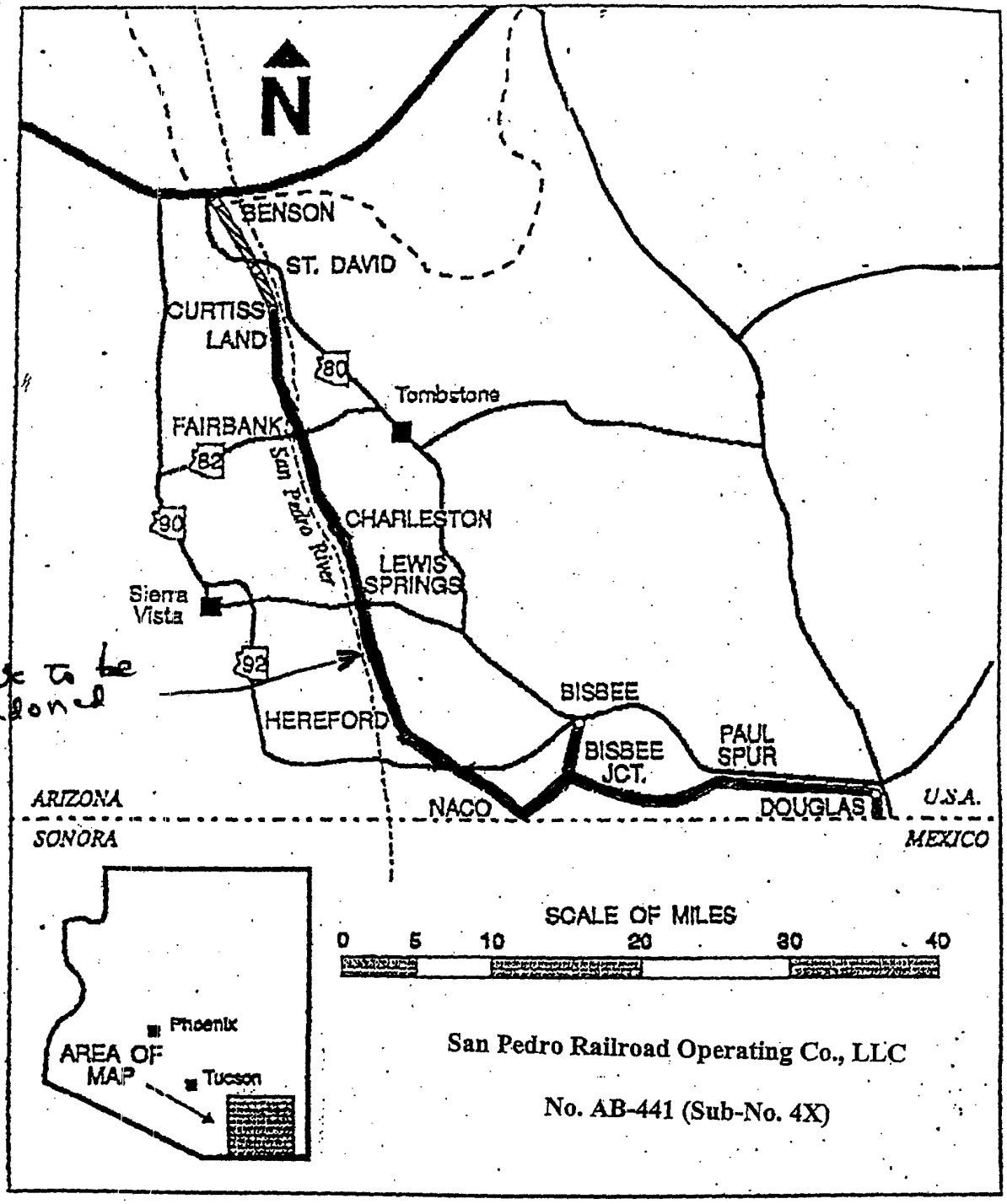
A copy of the draft report is enclosed for your review.

We appreciate your cooperation. If you have any questions regarding the enclosed materials, please contact me at the address and phone number at the top of this letter.

Sincerely,



John D. Heffner
Attorney for
San Pedro Railroad Operating Company, LLC


N
BENSON
ST. DAVID
CURTISS
LAND
80
Tombstone
FAIRBANK
82
San Pedro River
90
CHARLESTON
LEWIS
SPRINGS
Sierra
Vista
92
Track to be
abandoned
HEREFORD
BISBEE
BISBEE
JCT.
PAUL
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Tucson
SCALE OF MILES
0 5 10 20 30 40
San Pedro Railroad Operating Co., LLC
No. AB-441 (Sub-No. 4X)

ATTACHMENT 10

JOHN D. HEFFNER, PLLC
1920 N STREET, N.W.
SUITE 800
WASHINGTON, D.C. 20036
(202) 263-4180
FAX (202) 296-3939
j.heffner@verizon.net

September 23, 2005

National Oceanic and Atmospheric Administration
National Geodetic Survey
1316 East-West Highway
Silver Spring, MD 20910-3282

Re: STB Docket AB-No. 1081X
San Pedro Railroad Operating Company, LLC
Abandonment Exemption

To Whom It may Concern:

This letter is to advise you that San Pedro Railroad Operating Company, LLC (SPROC) plans to resubmit a previously filed request to the federal Surface Transportation Board (STB) to discontinue service over, and abandon, four segments of its rail line, all in Cochise County, AZ (the subject lines). The subject lines include (1) the line of railroad extending between milepost 1085.0 at Bisbee Junction, AZ, and milepost 1090.6 at Bisbee, AZ, a distance of 5.6 miles; (2) the line of railroad extending between milepost 1097.3 near Paul Spur, AZ, and milepost 1106.5 near Douglas, AZ, a distance of 9.2 miles; (3) the line of railroad extending between milepost 1055.8 near Charleston, AZ, and milepost 1097.3 near Paul Spur, AZ, a distance of 41.5 miles; and (4) the line of railroad extending between milepost 1040.15 near Curtiss, AZ, and milepost 1055.8 near Charleston, AZ, a distance of 15.65 miles. On or about October 10, 2005, SPROC will seek STB authorization to accomplish the proposed discontinuance and abandonment by filing an individual petition for exemption from the provisions of the 49 USC 10903. This line traverses U.S. Postal Service zip codes 85602, 85603, 85607, and 85615.

Enclosed is a draft Environmental and Historic Report ("EHR"), a document which SPROC must complete and file with the STB as a component of its abandonment filing. The draft EHR explains in greater detail the scope of the proposed rail line abandonment, including a more particular description of the rail line in question. We have also enclosed a map which

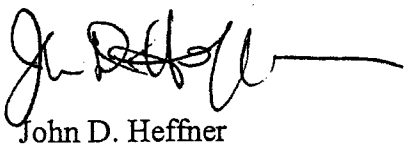
should assist in your review of the environmental and/or historic impacts (if any) which may arise as a consequence of the abandonment or salvage of the rail structure on this line.

We have contacted you at this time to seek your assistance in completing the EHR. You will note that the EHR addresses issues pertaining to impacts on the National Geodetic Survey activities and projects – particular issues for which we seek your comment. We encourage you to review the enclosed draft EHR, and contact me, John D. Heffner, within 30 days of the date of this letter, with any feedback or guidance that you may be able to offer. Your feedback will be incorporated into the final EHR, which, as we have mentioned, will be delivered to the STB.

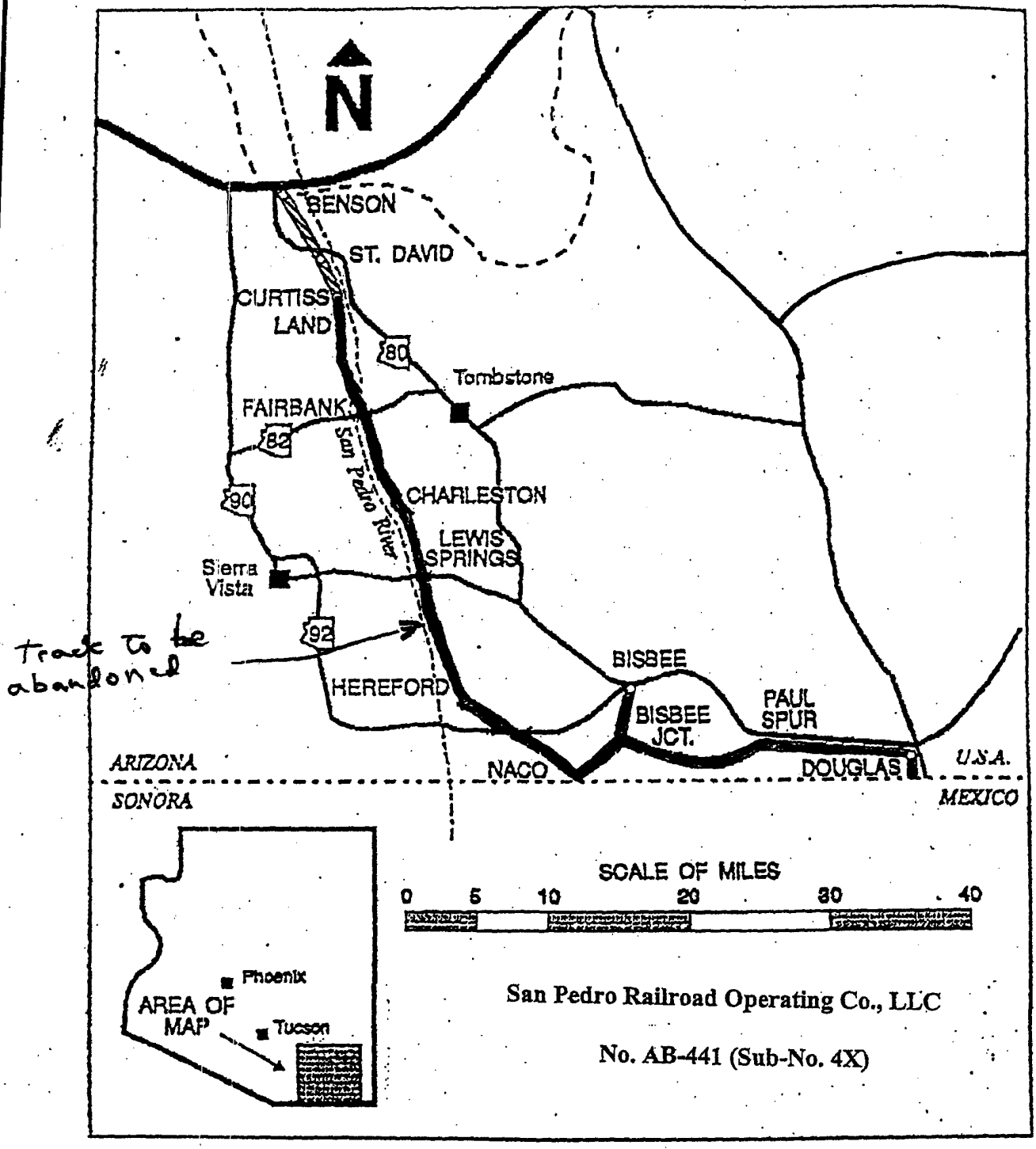
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We appreciate your cooperation. If you have any questions regarding the enclosed materials, please contact me at the address and phone number at the top of this letter.

Sincerely,



John D. Heffner
Attorney for
San Pedro Railroad Operating Company, LLC



San Pedro Railroad Operating Co., LLC

No. AB-441 (Sub-No. 4X)

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September 23, 2005

Manager – Rail Planning
Arizona Department of Transportation
206 S. 17th Avenue – Room 330B
Phoenix, AZ 85007-3213

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San Pedro Railroad Operating Company, LLC
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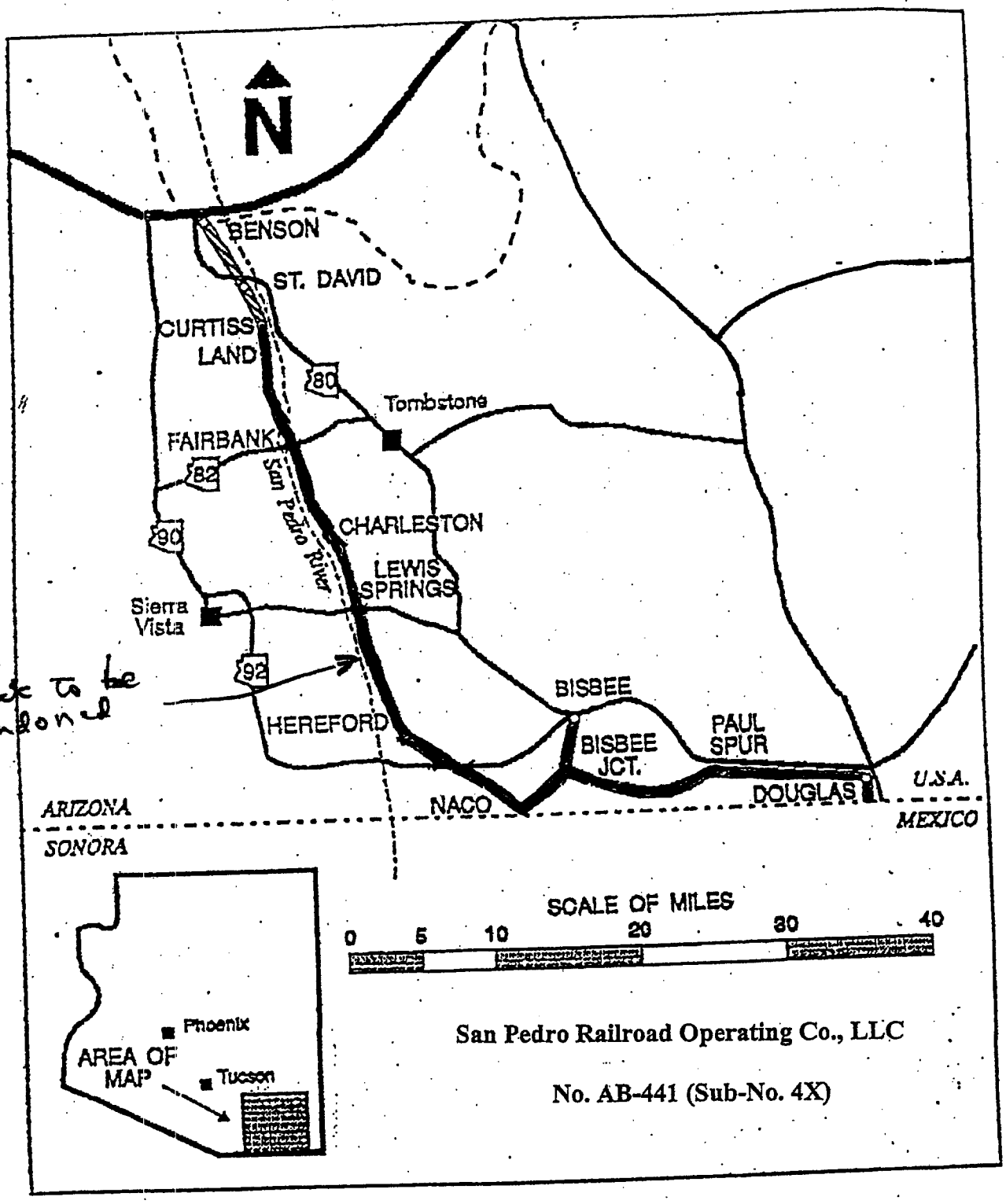
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John D. Heffner
Attorney for
San Pedro Railroad Operating Company, LLC


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September 23, 2005

Arizona State Clearinghouse
3800 North Central Avenue
Fourteenth Floor
Phoenix, AZ 85012

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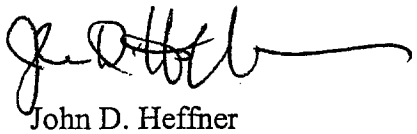
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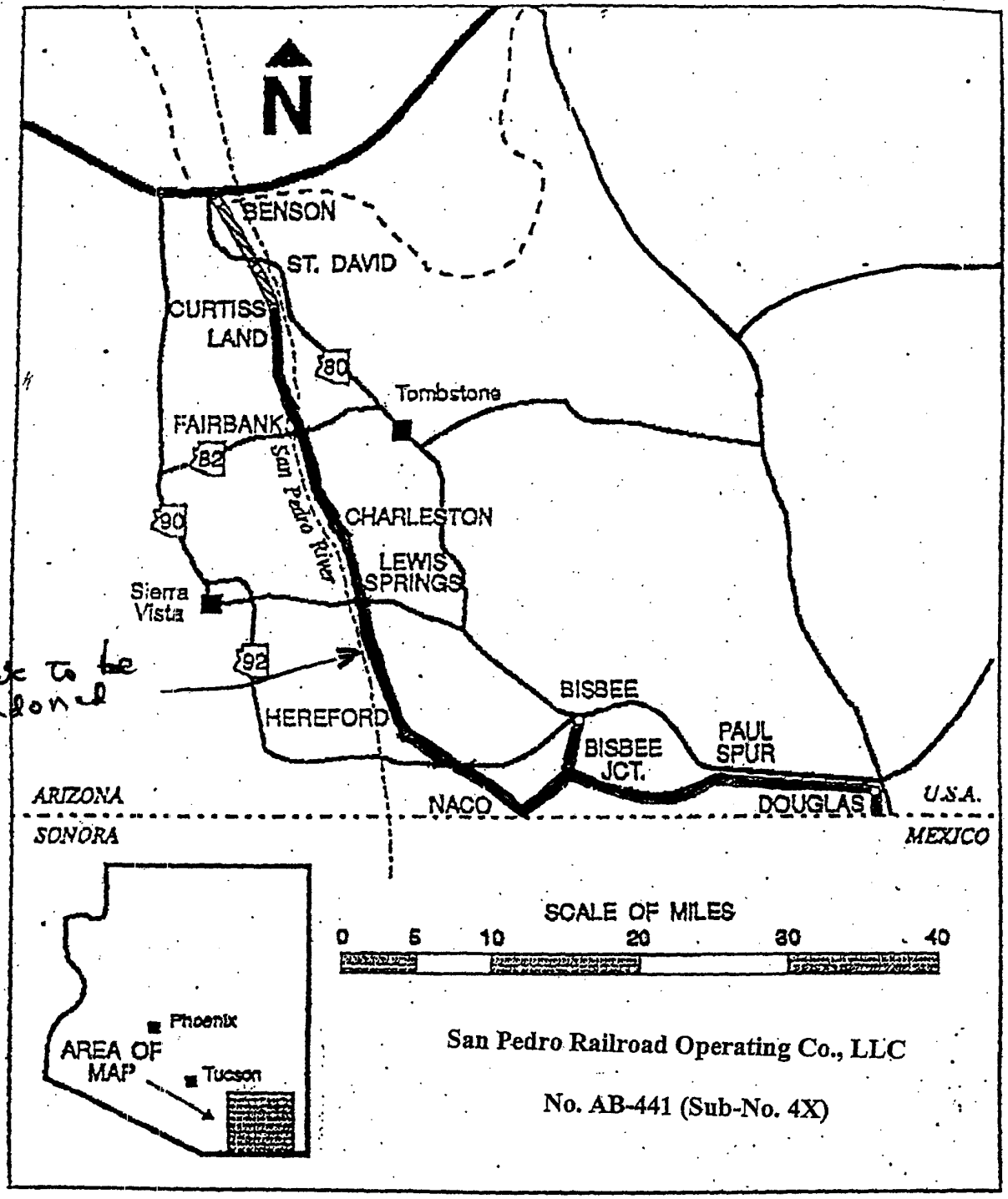
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John D. Heffner
Attorney for
San Pedro Railroad Operating Company, LLC


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Track to be abandoned
Phoenix
AREA OF
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Tucson
SCALE OF MILES
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San Pedro Railroad Operating Co., LLC
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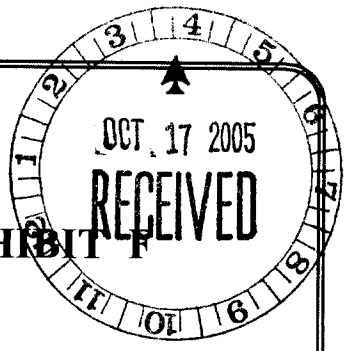


EXHIBIT F

ORIGINAL

NET LIQUIDATION VALUE ESTIMATE (NLV)

for the

San Pedro Railroad Operating Company, LLC
STB Abandonment Application of
Approximately 76.2 miles of Right-of-Way
Cochise County, Arizona

for the

Arizona Rail Group
and the
San Pedro Operating Group, LLC

Prepared By

Kenneth Young & Associates
Valuation Consultants to the Rail Industry
1066 Florida Lane, Suite 101
Elk Grove, Illinois 6007-2959

NET LIQUIDATION VALUE ESTIMATE (NLV)

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KENNETH YOUNG & ASSOCIATES
Valuation Consultants/Appraisers to the Rail Industry
1066 Florida, Suite 101
Elk Grove, Illinois 60007
Telephone (847) 524-7137 / Fax (847) 524-5985
E-Mail: RRAppraisal@aol.com



October 14, 2005

Mr. David L. Parkinson
Arizona Rail Group
1109 Jefferson Street
Napa, California 94559

Dear Mr. Parkinson:

In accordance with your request, we have conducted an appraisal for the track structure portion of the San Pedro & Southwestern (SPSW) Railroad's fixed assets. The assets appraised were the rail, ties, switches and other track material (OTM) acquired as a part of the SP&SW railroad system.

The purpose of this analysis is to provide an estimate of Net Liquidation Value (NLV) which is to be used as evidence for an abandonment application to be submitted to the Surface Transportation Board (STB). As the STB is obliged to consider the value of a railroad's assets should liquidation occur, this report establishes a net liquidation scenario as a basic guideline for determining value. This presumes the railroad will cease operations on this line and all property will be sold in an orderly fashion for its highest and best use with due consideration given to "take-up" costs in order to liquidate the property.

Information was provided by the San Pedro Railroad Operating Company, LLC (SPROC) as to rail sizes, locations, siding lengths and mile post estimates, we assume these documents to be true and accurate.

This report is to be used by the management of the San Pedro Railroad Operating Company, LLC to support their application for abandonment before the Surface Transportation Board. No other use is permitted or authorized. Not considered in this appraisal are the various bridges, tunnel, or other attendant structures such as signals or communications equipment located adjacent to the subject railroad right-of-way. This appraisal also excludes the land segment. This report is subject to the accompanying definitions of market value and Statement of General Assumptions and Limiting Conditions.

KENNETH YOUNG & ASSOCIATES
Valuation Consultants/Appraisers to the Rail Industry
1066 Florida, Suite 101
Elk Grove, Illinois 60007

Mr. David L. Parkinson
Arizona Rail Group
1109 Jefferson Street
Napa, California 94559
Page Two

This report details the methodology and approach utilized in this appraisal as well as the addenda which contains various work papers documenting our estimates.

After considering all pertinent facts and factors, it is our opinion that the aggregate market value of the property described within the attached report including the attached verified statement and subject to the limiting conditions and certification contained herein, as of September 26, 2005 is:

Net Liquidation Value

Five Million Four Hundred Thousand Dollars
($5,400,000)

This report details the methodology and approach utilized in this appraisal as well as the addenda which contains various work papers documenting our estimates.

We appreciate the opportunity of having performed this appraisal service for the Arizona Railroad Group. Should you have questions or comments please contact Kenneth Young at any time.

Yours Truly,

Kenneth Young & Associates

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Exhibit C - Track Profile Information	
Exhibit D - Scrap & Relay Rail Pricing	
Exhibit E - Qualifications of Appraiser	

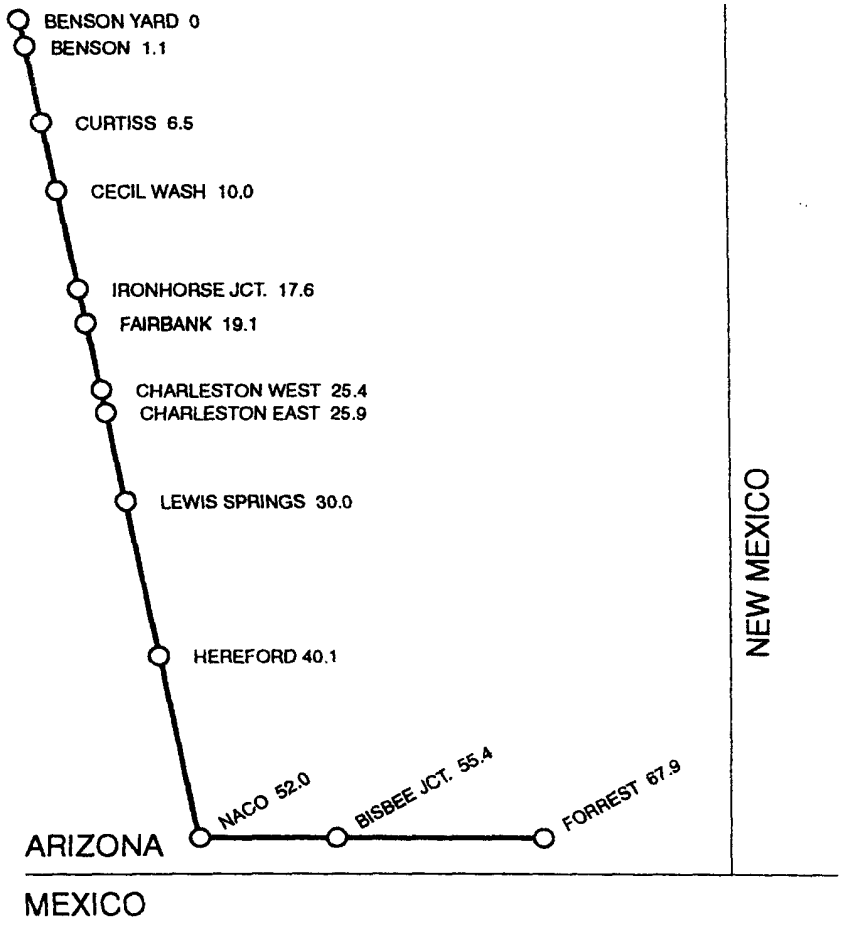
Purpose and Scope

Kenneth Young & Associates were retained by the Arizona Railroad Group to prepare an estimate of the Net Liquidation Value (NLV) for certain rail assets of the San Pedro & Southwestern Railroad. We were provided with condensed profile track charts and history of maintenance/track upgrades. In accordance with STB filing information the total right-of-way mileage for the proposed abandonment is approximately 76.2 miles +/-. The track system (including sidings and yards) equals approximately 69.9 miles. Our appraisal was based on sizes and quantities developed from this information as well as a site inspection of the right-of-way. This NLV estimate was based on the following right-of-way system:

SWKR OPERATING CO., INC. DBA

SAN PEDRO & SOUTHWESTERN RAILWAY

SYSTEM MAP



Description of the Line(s)

The property consists of a former 76.2 mile railroad system and appurtenant fixtures owned as the San Pedro & Southwestern Railroad. The assets appraised for purposes of this appraisal include rail, other track material (OTM), cross ties, and switches. Real estate (land) was excluded from this appraisal in addition to rolling stock, buildings, and furniture, fixtures & equipment.

The subject line consists of four segments. The first segment is designated as the Bisbee Branch, which extends between MP 1085.0 at Bisbee Junction and MP 1090.6 at Bisbee, a distance of 5.6 miles. The three remaining segments are collectively designated as the Douglas Branch. The second segment extends between MP 1097.3 near Paul Spur and MP 1106.5 near Douglas, a distance pf 9.2 miles. The third segment extends between MP 1055.8 near Charleston and MP 1097.3 near Paul Spur, a distance of 41.5 miles. The fourth segment extends between MP 1040.15 near Curtis and MP 1055.8 near Charleston, a distance of 19.9 miles.

This appraisal report excludes the Bisbee to Bisbee Junction Branch and a portion of the Douglas Branch that extends from Paul Spur (Forrest) to Douglas. The rail, ties and switches were previously removed and are not a part of this study.

Property Location and Area Description

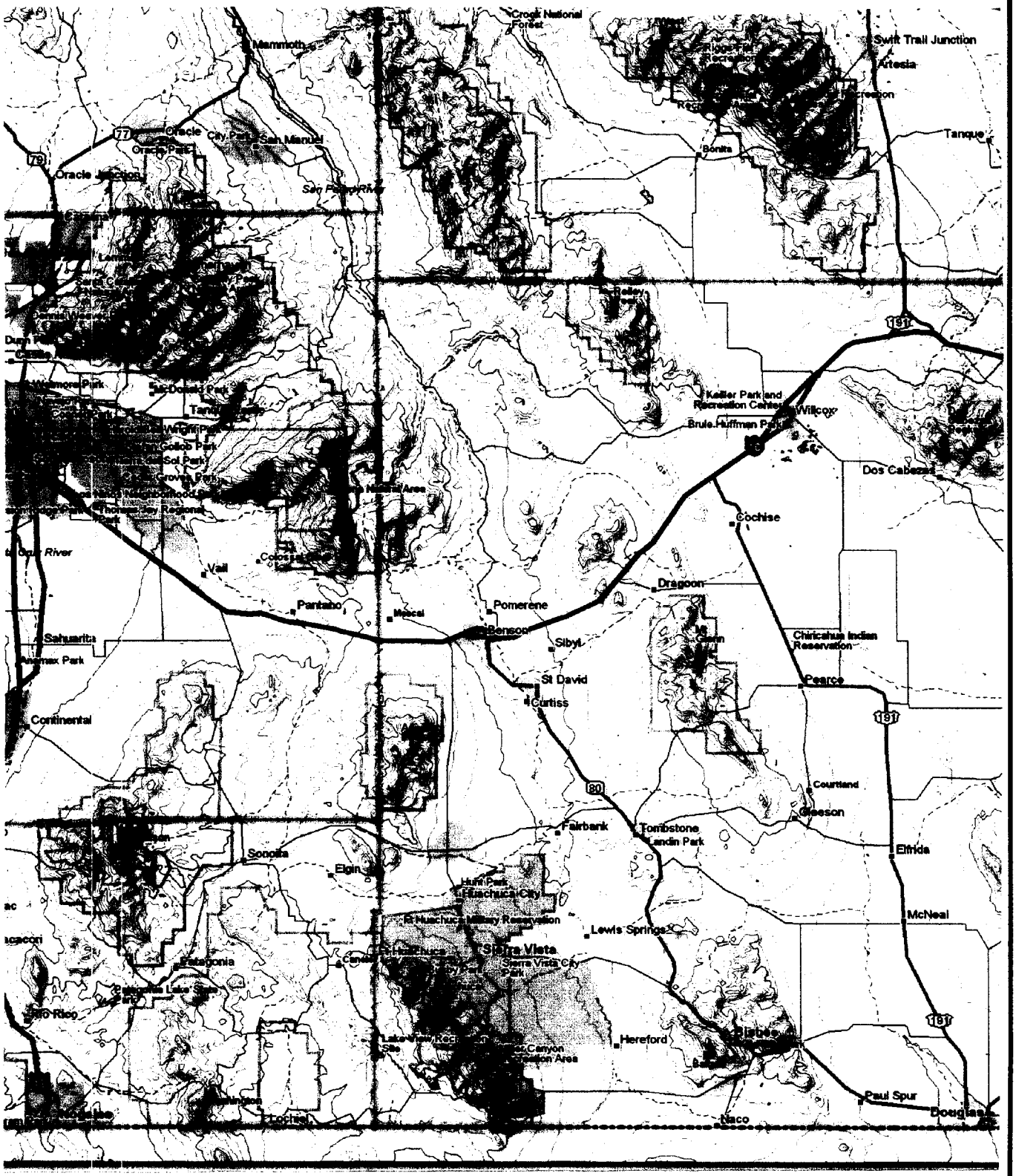
The location of the subject property is located in the southeastern corner of Arizona, within Cochise County. Starting at Curtiss, (MP 1039.8) the right-of-way extends southeast to Fairbank (MP1048.2), to Lewis Springs (MP 1058.8), to Hereford then to Naco, Arizona (MP 1081.2). The r-o-w then proceeds east to Bisbee Junction (MP 1085.0), terminating at the Forrest Siding (Paul Spur area, MP 1096.9). The San Pedro Operating Company LLC (SPROC) states that, except at station and yard areas, the rights-of-way are generally 100 feet wide, 50 feet on each side of the center line. The subject topography is curvy with minor grades and high desert areas. The surrounding land has scrub brush and mesquite. From Curtiss at MP 1040.15 southward for 20 miles, SPROC owns the track materials and operates over the right-of-way via an easement granted by the Union Pacific Railroad Company, which owns the underlying right-of-way.

The subject line served one shipper, Chemical Lime Company at Paul Spur. Currently the line carries no commodities because a bridge at MP1044.4 was condemned by the Federal Railroad Administration on June 10, 2005.

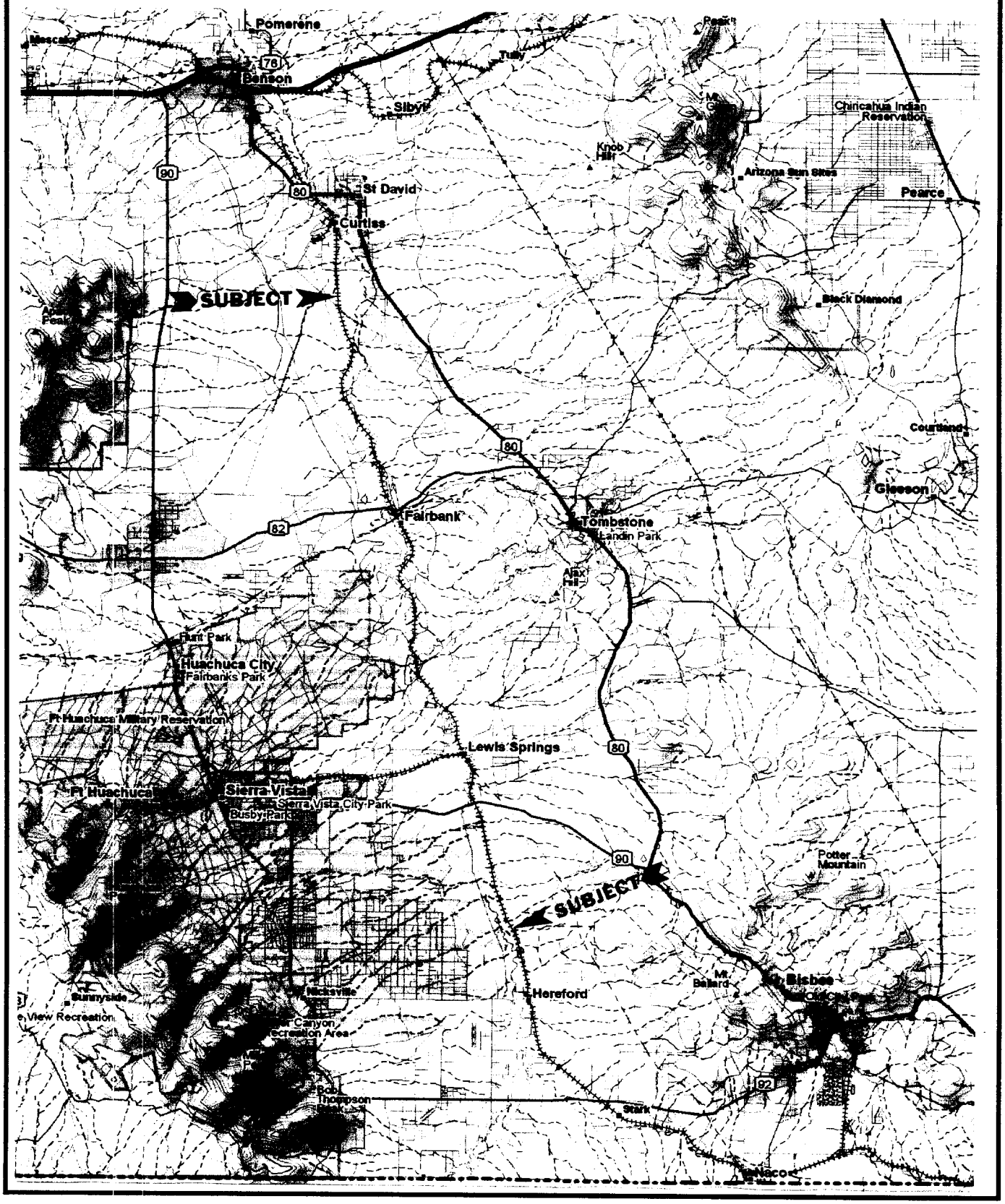
Environmental Review

SPROC submitted an environmental report that concludes the environment will not be affected significantly as a result of the abandonment or any post-abandonment activities, including salvage and disposition of the right-of-way. An inspection of the rail system by Kenneth Young & Associates did not detect any hazardous materials. We have not been engaged nor are we qualified to detect such materials. The value estimate herein is predicted on the assumption that there is no such material on, in, or near the property that would cause a loss in value. No responsibility is assumed for any such conditions. SPROC should retain an expert in this field if concerned about such issues.

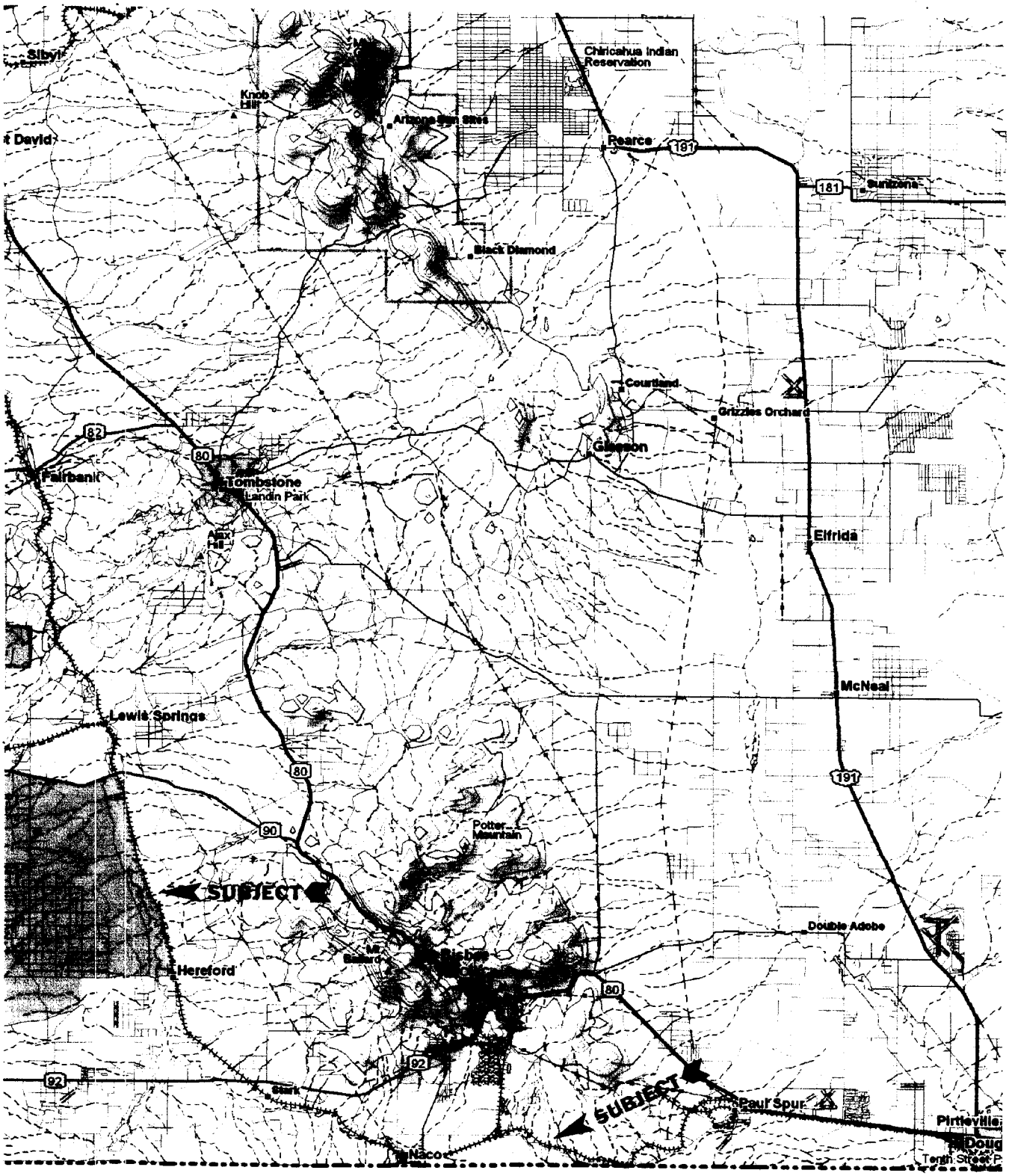
REGIONAL AREA MAP
SAN PEDRO & SOUTHWESTERN RAILROAD



LOCAL AREA MAP
SAN PEDRO & SOUTHWESTERN RAILROAD



LOCAL AREA MAP
SAN PEDRO & SOUTHWESTERN RAILROAD



Definition of Orderly Liquidation Value

The term "liquidation value", as used in this report, is defined in the Dictionary of Real Estate Appraisal, 3rd Edition, Appraisal Institute as follows:

> *The most probable price which a specified interest in real property is likely to bring under all the following conditions:*
>
> *1. Consummation of a sale will occur within a severely limited future marketing period specified by the client.*
> *2. Actual market conditions are those currently obtaining for the property interest appraised.*
> *3. The buyer is acting prudently and knowledgeably.*
> *4. The seller is under extreme compulsion to sell.*
> *5. The buyer is typically motivated.*
> *6. The buyer is acting in what she or he considers her or his best interests.*
> *7. A limited marketing effort and time will be allowed for the completion of the sale.*
> *8. Payment will be made in cash in U.S. dollars or in terms of financial arrangements comparable thereto.*
> *9. The price represents the normal consideration for the property sold, unaffected by special of creative financing or sales concessions granted by anyone associated with the sale.*

The term "orderly liquidation" as used in this report is defined in Appraising Machinery and Equipment by the Machinery and Equipment Textbook Committee of the American Society of Appraisers as follows:

> *Orderly liquidation allows for the extension of time for piecemeal negotiable sales. This time associated with orderly liquidation depends on the scope of the project. This concept carries with it the assumption that a knowledgeable liquidator would be able to properly advertise and merchandise the listed assets in order to stimulate a correct response, which creates the consummated sales. The value must, again, take into consideration physical location, difficulty of removal, adaptability, specialization, marketability, physical condition, overall appearance, and over all psychological appeal.*

Description of Assets

The subject track assets of the San Pedro & Southwestern Railway valued within this report consist of in-place rail, ties, and switches. The classification of materials was calculated for track items only and specifically excluded ballast, bridges in-place, grade crossings, and signal equipment, which is consistent with industry practice that states that the value of such assets generally results in a zero value. Located within the addenda of this report are the track charts used in the preparation of this report.

Rail for the system ranges from 90# jointed at sidings to 132# jointed and installed for main rail purposes. The majority of the rail is a 113# Colorado Fuel & Iron (CF&I) "Head Free" design. Other rail includes 110 # CF&I, 119# rail, 112# rail, 131# rail, 130# rail. A small segment of cwr rail was noted (less than a mile). The quality of the rail varies from scrap to #1 relay rail. The majority of the 113# rail was rated as relay quality. The rail was inventoried and classified as to use; Relay Rail, Reroller Rail or Scrap Rail.

The most significant marketable materials reflected in this valuation are the steel track components (Rail & OTM), assumed to be sold for railroad reuse or as steel mill scrap. Generally, rail in the main track can be reused as "relay" in other railroad applications, if it weighs at least 110 pounds per yard.

If not suitable for rail relay, the next application is as re-roller, where rail is rolled into new products. Railroad rails are manufactured from relatively high quality steel, so a demand exists for such rail for the re-roll process. Re-roll mills cut used rail into three longitudinal parts (head, web and base), heat the parts in a furnace, and "roll" the heated parts into new shapes much the same way as a conventional steel mill rolls new steel "blooms" into various shapes. Because the rail is not completely melted and reformed as in the scrapping process, re-roll mills are willing to pay a higher price than scrap value for used rail. A premium of 15 percent or more over scrap price is typical.

Rail not suitable for re-roll because of excessive side or head wear, excessive metal flow, holes in mid-rail, short length, insufficient weight, or attached asphalt or concrete is suitable only as scrap.

Other steel track components (OTM) include joint bars, tie plates, spikes, bolts, gauge rods, and rail anchors. Some of these other components that are compatible with the more popular rail sections merit resale value, while the balance is sold for scrap.

Regarding the valuation of the ties we have relied upon information developed from the high-rail inspection trip and the tie tests conducted. The allocation of ties to the classifications of relay, landscape or scrap was on a percentage basis based on the results from our tie tests. The samples taken resulted in an overall average of 30% as relay quality, 40% as landscape quality and 30% as scrap. The tie exhibit within the addenda details percentages by mile post locations.

Ballast was not considered within this valuation study. The majority of the ballast was "slag" which we consider to zero resale or reuse value.

Miscellaneous assets such as signals, communications towers, highway crossing signals, culverts, and highway crossing panels were considered to have no net salvage value. Highway crossing signals generally have little or no alternative use value. Use by even a short-line railroad to replace a damaged signal is unlikely; no inventory is kept on-hand and new replacements are ordered fro standard suppliers for immediate installation. Marketing costs to inform railroads of second-hand availability and handling costs would exceed amounts which would be recovered through sale. Signal materials scrap value would not exceed salvage costs. Likewise, there is no ready market in which to sell used highway crossing panels, and culvert removal costs would exceed any resale value.

Restoration Expense

As a condition of service termination and non-rail reuse of the real property, governments frequently require correction of existing conditions that might cause the public sector to incur future expense. Such regulations affect the subject NLV determination in three principal asset categories: (1) bridges & culverts; (2) highway crossings; and (3) structures.

Some states require bridge superstructure removal along the subject right-of-way as a condition of service termination and reuse of the real property. However, Kenneth Young & Associates has assumed a zero value for the bridges in that demolition of the superstructure would equal any salvage value resulting in no impact on NLV (and in keeping with FRA theory).

All tracks in public roadways and crossing protection devices must be removed and pavement restored as a condition of service termination. The removal of track materials from pavement and restoration of pavement was estimated at $2,000 per public crossing. The SP&SW right-of-way intersects with few public crossings and those that do intersect are to be regarded as smaller crossings. We estimate ten crossings at this restoration rate for an estimated total of $20,000.

The impact of wear on rail and fastenings, together with the anticipated loss of track materials during removal and recovery was analysed and the gross tonnage for rail was reduced at 10% for Other Track Material (OTM) and 2% for rail wear due to end cropping and head wear.

Assumptions

- This NLV appraisal has been prepared on the basis that all line segments would be removed, with no revenue service remaining during the dismantling period and that a reasonable time period for the dismantling and disposition of materials would approximate one to two years.

- Salvage materials would be moved into staging areas in proximity to foreign railroads or highways, during the dismantling. Crossties classified as suitable for reuse would be sold at the staging areas. Relay materials would be transported to markets beyond staging areas and

scrap metals would also be disposed of at the closest scrap market. All public crossings were assumed to be reconstructed following track removal.

- The unit prices which have been utilized for the NLV estimates were based on consultants best judgement using (1) recent market quotes, (2) quotations from rail suppliers and (3) past experience in the area of railroad appraisal. The unit price for scrap metals is based on published scrap prices quoted in the *Wall Street Journal* and *American Metals Market* reflecting the market prices of the week of September 26, 2005. Such prices from the *AMM* are estimated domestic consumer buying prices in US$/gross ton; delivered mill price.

  The *American Metals Market* publication for the week of September 26, 2005 indicates a average steel scrap composite price of $235/ton, as does the publication the week before. Chicago scrap market prices indicate: No 1 industrial heavy melt: $265/ton; rail crops, 18" maximum: $315/ton; re-rolling rails, $315/ton; Other Track Material (OTM), $265/ton.

  Relay rail vendor quotes for the year 2005 also put a premium price on relay rail material given the high cost of manufacturing new steel rails. Estimated cost for manufactured new rail is at $650/ton. A midwest quote by three vendors (Foster, Pohl & Wintrow) indicates that relay rail in the 130#,131#, & 140# weight class has a range of value from $567 to $634 per ton. Given the majority of rail in the SPROC location is 110# and 113# rail we have derived a unit price of $450/ton for this rail weight.

- It is assumed that the market prices as utilized herein reflect the commodity nature of the U.S. steel industry and that the disposition of the metals included in this appraisal would not have the impact of "flooding the market".

- Assume only 110 pound and heavier rail as fit for relay rail. All other smaller rail and OTM to be valued as scrap. A four-hole joint bar for 110 # and heavier, four-hole joint bar for all other rail.

- Two tie plates per tie and 2 spikes per plate for tangent rail and 2 spikes for curved rail.

- All main line track assets from MP 7.0 to MP 67.9 as well as sidings, spurs, are owned in fee simple and are the property of the San Pedro & Southwestern Railway (SPROC).

- Main line tie quantities are estimated at 3200 ties per mile, sidings and spurs were estimated to contain 3000 ties per mile.

- All amounts used in this estimate have been stated in current September 2005 dollars and have not been discounted in any manner.

Track Maintenance History

Track upgrades and maintenance were minimal since the inception of the current operating system owner (SPROC). According to Mr. Dave Parkinson there were 2,500 No. 1 relay ties installed and 6 cars of ballast dumped between MP 7.0 and MP 67.9 in September 2004 to initiate service to Paul Spur (Chemical Lime) starting in October 2004.

The system supported light rail traffic between October 2004 and June 2005. Operations consisted of one GP-9 locomotive round trip per week with an average of 8 carloads per train and return of empties. Total carloads were 272 cars at 263,000 # capacity with an average of 88.2 tons of coke/coal loaded. Speed was restricted to 10 mph.

No rails or OTM were changed out or replaced. The majority of maintenance was ditching, brushing and clean-up work.

Based on such traffic loadings no excess amount of wear is calculated for the rail assets.

Methodology

In order to conduct this estimate an inventory was conducted based on age, section of rail, type and size of fastenings and quantities of crossties taken from listings as provided by the SP&SW Railroad. Each segment of track was classified according to the highest and best use the materials could be expected to achieve on the open market, yet taking into consideration sound railroad practice. After completion of the take-off, unit prices were assigned to reflect market and scrap values in-place. Next, factors such as recovery costs, waste and loss are considered, after arriving at a total gross value for the assets the costs to dismantle and transport the material to disposal/sale points were estimated to arrive at the NLV of the assets.

Track Removal

The unit cost to remove track materials is based on the assumption that the take up, stockpiling and staging of the materials would be by competitive bid or costs solicited in a competitive market. The costs include picking up all relay and scrap materials and loading them for subsequent transportation to various points of sale, assumes that public grade crossings are resurfaced and the roadbed is rough graded. The estimated cost of rail and OTM removal , excluding ties, bridges, signal and communications equipment is estimated to be $11,000 per track mile. The detail of the rail and OTM removal is as follows:

Component	$ per Track Cost
Labor	$ 6,500
Equipment, Rental and Supplies	$ 2,000
Overhead, Profit and Contingency (30%) +/-	$ 2,500
Total Removal Costs	$ 11,000 Per Track Mile

Transportation Costs

The transportation cost for this estimate has been developed using several assumptions concerning location and distance of haul. We have assumed that all transportation will be by rail and that on average the haul will represent approximately 1,200 miles or less depending on the market area. The market areas include Chicago, Denver and/or Los Angeles and that reusable rail and metals would be transported similar distances to material sale sites to be held for later sale.

Utilizing the above guidelines, we estimated a rate structure that would vary between $0.03 and $0.05 per ton/mile for a railroad haul. On the basis of this information we have selected $0.04 per net ton/mile as an average transportation cost. Estimated scrap OTM/Rail (5,480 tons) and reroller rail (5,890 tons) is estimated at 11,370 tons. The net amount for scrap rail transportation is $545,760 (rounded to $546,000).

Relay rail is assumed to be sorted and inventoried at collection points available for pickup by a broker.

Scrap tie hauling was estimated at 600 ties per gondola car with a per car rate of $400.With 89 car loads for 52,830 scrap ties, the net result amounts to $35,600 (rounded to $36,000). Relay and Landscape ties were assumed sold in bulk to a broker at a net wholesale price reflecting removal by the broker.

Net Liquidation Value

The estimated Net Liquidation Value (NLV) for the track assets of the San Pedro & Southwestern Railroad as described herein as of the week of September 26, 2005 and subject to the statement of general assumptions and limiting conditions is as follows:

Summary of NLV
San Pedro & Southwestern Railroad
as of September 26, 2005

Rail & OTM	$6,297,491
Switches	$12,000
Subtotal	**$6,309,491**
Crossties	$359,717
Subtotal	**$6,669,208**
Track Take-Up (Removal) 62 miles+/- @ $11,000/mile	**($682,000)**
Subtotal	**$5,987,208**
Transportation-Rail & OTM	($546,000)
Transportation- Scrap Ties	($36,000)
Restore Grade Crossings	($20,000)
Estimated Net Liquidation Value (NLV)	**$5,385,208**
Rounded to:	**$5,400,000**

CERTIFICATION

We certify that to the best of our knowledge and belief that:

The statements of facts contained in this report are true and correct.

The reported analyses, opinions and conclusions are limited only by the reported assumptions and limiting conditions and are our personal, impartial, and unbiased professional analyses, opinions and conclusions.

We have no present or prospective interest in the property that is the subject of this report, nor any personal interest with respect to the parties involved.

Our engagement in this assignment was not contingent upon developing or reporting predetermined results.

Our compensation for completing this assignment is not contingent upon the development or reporting of a predetermined value or direction in value that favors the cause of the client, the amount of the value opinion, the attainment of a stipulated result, or the occurrence of a subsequent event directly related to the intended use of the appraisal.

Our analyses, opinions and conclusions were developed, and this report has been prepared in conformity with the Uniform Standards of Professional Appraisal Practice (USPAP).

Kenneth Young made a personal inspection of the property that is the subject of this report.

No one provided significant professional assistance to the persons signing this report.

We certify that to the best of our knowledge and belief, the reported analyses, opinions, and conclusions were developed, and this report has been prepared in conformity with the Code of Professional Ethics and Uniform Standards of Professional Practice of the Appraisal Institute.

Kenneth Young is currently a member of the International Right-of-Way Association, American Railway Development Association and the American Railway Engineering and Maintenance-of-Way Association.

This appraisal is subject to review by representatives of the Appraisal Institute and its duly authorized representatives.

Kenneth Young
Principal

STATEMENT OF LIMITING CONDITIONS

Canon 5 of the Code of Professional Ethics and Standards of Professional Conduct of the Appraisal Institute requires the appraisers to "clearly and unequivocally set forth all facts, assumptions, and conditions upon which the appraisal is based," In compliance therewith, and to assist the reader in interpreting this report, said limiting conditions are set forth below.

No legal responsibility is assumed neither for the legal description, size of parcels, nor for matters including legal or title considerations. Title to the property is assumed to be good and marketable unless otherwise stated. The legal description as put forth by the railroad is assumed to be valid.

Dimensions and descriptions are based on information furnished to us by others and are not meant to be used as references in matters of survey. All drawings and maps furnished to us are assumed to be correct.

We assume that there are no hidden nor unexpected conditions of the property, subsoil or existing structures that would adversely affect value and assume no responsibility either for such conditions or for arranging engineering studies that may be required to discover them.

Possession of this report, or a copy thereof does not carry with it the right of publication. The report or information contained therein may not be used for any purpose by any person other than the party to whom it is addressed without the written consent of Kenneth Young & Associates and in any event with the properly written qualifications and only in its entirety.

Unless otherwise stated in this report, the existence of hazardous materials, which may or may not be present on the property was not observed by the appraiser. The appraiser has no specific knowledge of the existence of such materials on or in the subject corridor. The appraiser is not qualified to detect such substances. The value estimate is predicted on the assumption that there is no such property on or in the corridor that would cause a loss in value. No responsibility is assumed for any such conditions, or for any expertise or engineering knowledge required to discover them. The client is urged to retain an expert in this field, if desired.

It is assumed that the utilization of the land is within the boundaries or property lines of the subject and that there is no encroachment or trespass unless otherwise noted in this report.

No fractional part of this appraisal is to be used in conjunction with another appraisal. Such use renders the report and the contents invalid. The corridor is valued as a whole, no parcel may be taken out of context.

This report is to be used in its entirety and only for the purpose for which it is rendered.

The property is appraised free and clear of any encumbrances unless otherwise stated.

The valuation of the interests assumes that the subject property will most probably sell on an all cash basis.

Unless otherwise stated, the value appearing in this appraisal represents our opinion of Market Value defined as of the date specified. No responsibility is assumed for economic or physical changes occurring after the date of the appraisal. Steel scrap is considered to be commodity, as such price variances occur, we make no guarantee as to future pricing of such commodities or to the future value of the assets within this report.

ADDENDA

EXHIBIT A

RAIL, OTM & SWITCH VALUATION

Rail & OTM

Rail - NLV
Arizona Railroad Group
San Pedro & Southwestern Railroad
Cost Detail

First 7 miles of r-o-w/rail owned by Union Pacific RR

Main Rail	1033.0	1040.0	0.00	0					$0.00	$0.00
Main Line Rail:										
San Pedro & Southwestern Track Structure;										
Main Line Rail	1040.0	1040.2	0.20	110 # Jt.	1,056	38.72	$450	1# Relay	$17,424	$17,076
Main Line OTM				OTM	1,056	17.11	$265	Scrap	$4,533	$4,080
Main Line Rail	1040.2	1040.8	0.60	132 # Jt.	3,168	119.33	$315	Reroll	$37,588	$36,837
Main Line OTM				OTM	3,168	55.44	$265	Scrap	$14,692	$13,222
Main Line Rail	1040.8	1041.1	0.30	112 # Jt.	1,584	59.14	$315	Reroll	$18,628	$18,255
Main Line OTM				OTM	1,584	25.66	$265	Scrap	$6,800	$6,120
Main Line Rail	1041.1	1042.7	1.60	132 # Jt.	8,448	371.71	$315	Reroll	$117,089	$114,747
Main Line OTM				OTM	8,448	147.84	$265	Scrap	$39,178	$35,260
Main Line Rail	1042.7	1044.1	1.40	110 # Jt.	7,392	271.04	$450	1# Relay	$121,968	$119,529
Main Line OTM				OTM	7,392	119.75	$265	Scrap	$31,734	$28,560
Main Line Rail	1044.1	1044.5	0.40	112 # Jt.	2,112	78.85	$315	Reroll	$24,837	$24,340
Main Line OTM				OTM	2,112	34.21	$265	Scrap	$9,067	$8,160
Main Line Rail	1044.5	1044.8	0.30	110 # Jt.	1,584	58.08	$450	1# Relay	$26,136	$25,613
Main Line OTM				OTM	1,584	25.66	$265	Scrap	$6,800	$6,120
Main Line Rail	1044.8	1045.2	0.40	112 # Jt.	2,112	78.85	$315	Reroll	$24,837	$24,340
Main Line OTM				OTM	2,112	34.21	$265	Scrap	$9,067	$8,160
Main Line Rail	1045.2	1045.3	0.10	110 # Jt.	528	19.36	$315	Reroll	$6,098	$5,976
Main Line OTM				OTM	528	8.55	$265	Scrap	$2,267	$2,040

Rail - NLV
Arizona Railroad Group
San Pedro & Southwestern Railroad
Cost Detail

Main Line Rail	1045.3	1045.5	0.20	112 # Jt.	1,056	39.42	$315	Reroll	$12,419	$12,170
Main Line OTM				OTM	1,056	17.11	$265	Scrap	$4,533	$4,080
Main Line Rail	1045.5	1045.6	0.10	110 # Jt.	528	19.36	$450	1# Relay	$8,712	$8,538
Main Line OTM				OTM	528	8.55	$265	Scrap	$2,267	$2,040
Main Line Rail	1045.6	1045.8	0.20	132 # Jt.	1,056	46.46	$315	Reroll	$14,636	$14,343
Main Line OTM				OTM	1,056	18.48	$265	Scrap	$4,897	$4,407
Main Line Rail	1045.8	1046.0	0.20	110 # Jt.	1,056	38.72	$450	1# Relay	$17,424	$17,076
Main Line OTM				OTM	1,056	17.11	$265	Scrap	$4,533	$4,080
Main Line Rail	1046.0	1046.6	0.60	132 # Jt.	3,168	139.39	$315	Reroll	$43,908	$43,030
Main Line OTM				OTM	3,168	55.44	$265	Scrap	$14,692	$13,222
Main Line Rail	1046.6	1046.9	0.30	112 # Jt.	1,584	59.14	$315	Reroll	$18,628	$18,255
Main Line OTM				OTM	1,584	25.66	$265	Scrap	$6,800	$6,120
Main Line Rail	1046.9	1048.1	1.20	132 # Jt.	6,336	278.78	$315	Reroll	$87,817	$86,061
Main Line OTM				OTM	6,336	110.88	$265	Scrap	$29,383	$26,445
Main Line Rail	1048.1	1048.2	0.10	110 # Jt.	528	19.36	$450	1# Relay	$8,712	$8,538
Main Line OTM				OTM	528	8.55	$265	Scrap	$2,267	$2,040
Main Line Rail	1048.2	1048.4	0.20	132 # Jt.	1,056	46.46	$315	Reroll	$14,636	$14,343
Main Line OTM				OTM	1,056	18.48	$265	Scrap	$4,897	$4,407
Main Line Rail	1048.4	1048.5	0.10	110 # Jt.	528	19.36	$450	1# Relay	$8,712	$8,538
Main Line OTM				OTM	528	8.55	$265	Scrap	$2,267	$2,040
Main Line Rail	1048.5	1048.7	0.20	112 # Jt.	1,056	39.42	$315	Reroll	$12,419	$12,170
Main Line OTM				OTM	1,056	17.11	$265	Scrap	$4,533	$4,080
Main Line Rail	1048.7	1049.3	0.60	132 # Jt.	3,168	139.39	$315	Reroll	$43,908	$43,030
Main Line OTM				OTM	3,168	51.32	$265	Scrap	$13,600	$12,240

Rail - NLV
Arizona Railroad Group
San Pedro & Southwestern Railroad
Cost Detail

Main Line Rail	1049.3	1049.4	0.10	110 # Jt.	528	19.36	$450	1# Relay	$8,712	$8,538
Main Line OTM				OTM	528	8.55	$265	Scrap	$2,267	$2,040
Main Line Rail	1049.4	1049.5	0.10	113 # Jt.	528	19.89	$450	1# Relay	$8,950	$8,771
Main Line OTM				OTM	528	8.55	$265	Scrap	$2,267	$2,040
Main Line Rail	1049.5	1049.6	0.10	132 # Jt.	528	23.23	$315	Reroll	$7,318	$7,172
Main Line OTM				OTM	528	9.24	$265	Scrap	$2,449	$2,204
Main Line Rail	1049.6	1050.4	0.80	113 # cwr	4,224	159.10	$450	1# Relay	$71,597	$70,165
Main Line OTM				OTM	4,224	59.14	$265	Scrap	$15,671	$14,104
Main Line Rail	1050.4	1046.5	0.10	113 # Jt.	528	19.89	$450	1# Relay	$8,950	$8,771
Main Line OTM				OTM	528	8.55	$265	Scrap	$2,267	$2,040
Main Line Rail	1046.5	1047.0	0.50	112 # Jt.	2,640	98.56	$315	Reroll	$31,046	$30,425
Main Line OTM				OTM	2,640	42.77	$265	Scrap	$11,334	$10,200
Main Line Rail	1047.0	1049.1	2.10	113 # Jt.	11,088	417.65	$450	1# Relay	$187,942	$184,183
Main Line OTM				OTM	11,088	179.63	$265	Scrap	$47,601	$42,841
Main Line Rail	1049.1	1049.8	0.70	119 # Jt.	3,696	146.61	$315	Reroll	$46,182	$45,258
Main Line OTM				OTM	3,696	59.88	$265	Scrap	$15,867	$14,280
Main Line Rail	1049.8	1050.1	0.30	113 # Jt.	1,584	59.66	$450	1# Relay	$26,849	$26,312
Main Line OTM				OTM	1,584	25.66	$265	Scrap	$6,800	$6,120
Main Line Rail	1050.1	1051.0	0.90	132 # Jt.	4,752	209.09	$315	Reroll	$65,863	$64,545
Main Line OTM				OTM	4,752	76.98	$265	Scrap	$20,400	$18,360
Main Line Rail	1051.0	1051.3	0.30	113 # Jt.	1,584	59.66	$450	1# Relay	$26,849	$26,312
Main Line OTM				OTM	1,584	25.66	$265	Scrap	$6,800	$6,120
Main Line Rail	1051.3	1052.0	0.70	112 # Jt.	3,696	137.98	$315	Reroll	$43,465	$42,596
Main Line OTM				OTM	3,696	59.88	$265	Scrap	$15,867	$14,280

Rail - NLV
Arizona Railroad Group
San Pedro & Southwestern Railroad
Cost Detail

Main Line Rail	1052.0	1052.3	0.30	113 # Jt.	1,584	59.66	$450	1# Relay	$26,849	$26,312
Main Line OTM				OTM	1,584	25.66	$265	Scrap	$6,800	$6,120
Main Line Rail	1052.3	1053.1	0.80	112 # Jt.	4,224	157.70	$315	Reroll	$49,674	$48,681
Main Line OTM				OTM	4,224	68.43	$265	Scrap	$18,134	$16,320
Main Line Rail	1053.1	1053.4	0.30	130 # Jt.	1,584	68.64	$315	Reroll	$21,622	$21,189
Main Line OTM				OTM	1,584	27.72	$265	Scrap	$7,346	$6,611
Main Line Rail	1053.4	1053.8	0.40	113 # Jt.	2,112	79.55	$450	1# Relay	$35,798	$35,082
Main Line OTM				OTM	2,112	34.21	$265	Scrap	$9,067	$8,160
Main Line Rail	1053.8	1054.1	0.30	130 # Jt.	1,584	68.64	$315	Reroll	$21,622	$21,189
Main Line OTM				OTM	1,584	27.72	$265	Scrap	$7,346	$6,611
Main Line Rail	1054.1	1054.5	0.40	113 # Jt.	2,112	79.55	$450	1# Relay	$35,798	$35,082
Main Line OTM				OTM	2,112	34.21	$265	Scrap	$9,067	$8,160
Main Line Rail	1054.5	1055.0	0.50	130 # Jt.	2,640	114.40	$315	Reroll	$36,036	$35,315
Main Line OTM				OTM	2,640	46.20	$265	Scrap	$12,243	$11,019
Main Line Rail	1055.0	1055.8	0.80	113 # Jt.	4,224	159.10	$450	1# Relay	$71,597	$70,165
Main Line OTM				OTM	4,224	68.43	$265	Scrap	$18,134	$16,320
Main Line Rail	1055.8	1056.1	0.30	113 # Jt.	1,584	59.66	$315	Reroll	$18,794	$18,418
Main Line OTM				OTM	1,584	25.66	$265	Scrap	$6,800	$6,120
Main Line Rail	1056.1	1056.6	0.50	113 # Jt.	2,640	99.44	$450	#1 Relay	$44,748	$43,853
Main Line OTM				OTM	2,640	42.77	$265	Scrap	$11,334	$10,200
Main Line Rail	1056.6	1057.0	0.40	112 # Jt.	17,107	638.66	$315	Reroll	$201,178	$197,155
Main Line OTM				OTM	17,107	277.13	$265	Scrap	$73,440	$66,096
Main Line Rail	1057.0	1057.3	0.30	113 # Jt.	1,584	59.66	$450	#1 Relay	$26,849	$26,312
Main Line OTM				OTM	1,584	25.66	$265	Scrap	$6,800	$6,664

Rail - NLV
Arizona Railroad Group
San Pedro & Southwestern Railroad
Cost Detail

Track	Begin Mile Post	End Mile Post	Quantity Miles	Rail Type	Quantity Feet	Quantity Tons	Unit Value	Rail Type	Gross Value	Net Value
Main Line Rail	1057.3	1057.7	0.40	112 # Jt.	1,373	51.26	$315	Reroll	$16,146	$15,824
Main Line OTM				OTM	1,373	22.24	$265	Scrap	$5,894	$5,305
Main Line Rail	1057.7	1057.8	0.10	113 # Jt.	528	19.89	$450	#1 Relay	$8,950	$8,771
Main Line OTM				OTM	528	8.55	$265	Scrap	$2,267	$2,040
Main Line Rail	1057.8	1058.1	0.30	112 # Jt.	1,584	59.14	$315	Reroll	$18,628	$18,255
Main Line OTM				OTM	1,584	25.66	$265	Scrap	$6,800	$6,120
Main Line Rail	1058.1	1058.5	0.40	113 # Jt.	2,112	79.55	$450	#1 Relay	$35,798	$35,082
Main Line OTM				OTM	2,112	34.21	$265	Scrap	$9,067	$8,160
Main Line Rail	1058.5	1058.8	0.30	112 # Jt.	1,584	59.14	$315	Reroll	$18,628	$18,255
Main Line OTM				OTM	1,584	25.66	$265	Scrap	$6,800	$6,120
Main Line Rail	1058.8	1059.2	0.40	113 # Jt.	2,112	79.55	$450	#1 Relay	$35,798	$35,082
Main Line OTM				OTM	2,112	34.21	$265	Scrap	$9,067	$8,160
Main Line Rail	1059.2	1059.5	0.30	113 # Jt.	1,584	59.66	$315	Reroll	$18,794	$18,418
Main Line OTM				OTM	1,584	25.66	$265	Scrap	$6,800	$6,120
Main Line Rail	1059.5	1060.2	0.70	113 # Jt.	3,696	139.22	$450	#1 Relay	$62,647	$61,394
Main Line OTM				OTM	3,696	59.88	$265	Scrap	$15,867	$14,280
Main Line Rail	1060.2	1060.4	0.20	132 # Jt.	1,954	85.98	$315	Reroll	$27,082	$26,541
Main Line OTM				OTM	1,954	34.20	$265	Scrap	$9,062	$8,156
Main Line Rail	1060.4	1061.3	0.90	113 # Jt.	4,752	178.99	$275	#1 Relay	$49,223	$48,238
Main Line OTM				OTM	4,752	76.98	$265	Scrap	$20,400	$18,360
Main Line Rail	1061.3	1061.5	0.20	113 # Jt.	1,056	39.78	$400	#2 Relay	$15,910	$15,592
Main Line OTM				OTM	1,056	17.11	$265	Scrap	$4,533	$4,080
Main Line Rail	1061.5	1062.9	1.40	113 # Jt.	7,392	278.43	$450	#1 Relay	$125,294	$122,789
Main Line OTM				OTM	7,392	119.75	$265	Scrap	$31,734	$28,560

Rail - NLV
Arizona Railroad Group
San Pedro & Southwestern Railroad
Cost Detail

Track	Beg MP	End MP	Quantity Miles	Rail	Quantity Feet	Quantity Tons	Unit Value	Rail	Gross Value	Net
Main Line Rail	1062.9	1063.1	0.20	113 # Jt.	1,056	39.78	$400	#2 Relay	$15,910	$15,592
Main Line OTM				OTM	1,056	17.11	$265	Scrap	$4,533	$4,080
Main Line Rail	1063.1	1063.5	0.40	113 # Jt.	2,112	79.55	$450	#1 Relay	$35,798	$35,082
Main Line OTM				OTM	2,112	34.21	$265	Scrap	$9,067	$8,160
Main Line Rail	1063.5	1063.7	0.20	113 # Jt.	1,056	39.78	$400	#2 Relay	$15,910	$15,592
Main Line OTM				OTM	1,056	17.11	$265	Scrap	$4,533	$4,080
Main Line Rail	1063.7	1063.9	0.20	113 # Jt.	1,056	39.78	$450	#1 Relay	$17,899	$17,541
Main Line OTM				OTM	1,056	17.11	$265	Scrap	$4,533	$4,080
Main Line Rail	1063.9	1064.1	0.20	113 # Jt.	1,056	39.78	$315	Reroll	$12,529	$12,279
Main Line OTM				OTM	1,056	17.11	$265	Scrap	$4,533	$4,080
Main Line Rail	1064.1	1065.5	1.40	113 # Jt.	7,392	278.43	$450	#1 Relay	$125,294	$122,789
Main Line OTM				OTM	7,392	119.75	$265	Scrap	$31,734	$28,560
Main Line Rail	1065.5	1065.9	0.40	113 # Jt.	2,112	79.55	$400	#2 Relay	$31,821	$31,184
Main Line OTM				OTM	2,112	34.21	$265	Scrap	$9,067	$8,160
Main Line Rail	1065.9	1066.1	0.20	119 # Jt.	1,056	41.89	$315	Reroll	$13,195	$12,931
Main Line OTM				OTM	1,056	17.11	$265	Scrap	$4,533	$4,080
Main Line Rail	1066.1	1066.3	0.20	132 # Jt.	1,056	46.46	$315	Reroll	$14,636	$14,343
Main Line OTM				OTM	1,056	18.48	$265	Scrap	$4,897	$4,407
Main Line Rail	1066.3	1066.6	0.30	119 # Jt.	1,584	62.83	$450	#1 Relay	$28,274	$27,709
Main Line OTM				OTM	1,584	25.66	$265	Scrap	$6,800	$6,120
Main Line Rail	1066.6	1066.8	0.20	113 # Jt.	1,056	39.78	$450	#1 Relay	$17,899	$17,541
Main Line OTM				OTM	1,056	17.11	$265	Scrap	$4,533	$4,080
Main Line Rail	1066.8	1068.4	1.60	113 # Jt.	8,448	318.21	$450	#1 Relay	$143,194	$140,330
Main Line OTM				OTM	8,448	136.86	$265	Scrap	$36,267	$32,641

Rail - NLV
Arizona Railroad Group
San Pedro & Southwestern Railroad
Cost Detail

Track				Rail	Quantity	Quantity	Unit Value	Rail	Gross Value	Net
Main Line Rail	1068.4	1068.6	0.20	132 # Jt.	1,056	46.46	$315	Reroll	$14,636	$14,343
Main Line OTM				OTM	1,056	18.48	$265	Scrap	$4,897	$4,407
Main Line Rail	1068.6	1068.7	0.10	113 # Jt.	528	19.89	$450	#1 Relay	$8,950	$8,771
Main Line OTM				OTM	528	8.55	$25	Scrap	$214	$192
Main Line Rail	1068.7	1068.9	0.20	132 # Jt.	1,056	46.46	$265	Scrap	$12,313	$12,067
Main Line OTM				OTM	1,056	18.48	$265	Scrap	$4,897	$4,407
Main Line Rail	1068.9	1069.3	0.40	113 # Jt.	2,112	79.55	$450	#1 Relay	$35,798	$35,082
Main Line OTM				OTM	2,112	34.21	$265	Scrap	$9,067	$8,160
Main Line Rail	1069.3	1069.7	0.40	113 # Jt.	2,112	79.55	$315	Reroll	$25,059	$24,558
Main Line OTM				OTM	2,112	34.21	$265	Scrap	$9,067	$8,160
Main Line Rail	1069.7	1070.0	0.30	113 # Jt.	1,584	59.66	$450	#1 Relay	$26,849	$26,312
Main Line OTM				OTM	1,584	25.66	$265	Scrap	$6,800	$6,120
Main Line Rail	1070.0	1070.2	0.20	112 # Jt.	1,056	39.42	$400	#2 Relay	$15,770	$15,454
Main Line OTM				OTM	1,056	17.11	$265	Scrap	$4,533	$4,080
Main Line Rail	1070.2	1070.5	0.30	113 # Jt.	1,584	59.66	$450	#1 Relay	$26,849	$26,312
Main Line OTM				OTM	1,584	25.66	$265	Scrap	$6,800	$6,120
Main Line Rail	1070.5	1071.0	0.50	113 # Jt.	2,640	99.44	$450	#1 Relay	$44,748	$43,853
Main Line OTM				OTM	2,640	42.77	$265	Scrap	$11,334	$10,200
Main Line Rail	1071.0	1071.3	0.30	119 # Jt.	1,584	62.83	$450	#1 Relay	$28,274	$27,709
Main Line OTM				OTM	1,584	25.66	$265	Scrap	$6,800	$6,120
Main Line Rail	1071.3	1075.4	4.10	113 # Jt.	21,648	815.41	$450	#1 Relay	$366,934	$359,595
Main Line OTM				OTM	21,648	350.70	$265	Scrap	$92,935	$83,641
Main Line Rail	1075.4	1075.7	0.30	113 # Jt.	1,584	59.66	$315	Reroll	$18,794	$18,418
Main Line OTM				OTM	1,584	25.66	$265	Scrap	$6,800	$6,120

Rail - NLV
Arizona Railroad Group
San Pedro & Southwestern Railroad
Cost Detail

Track	Mile Post	Mile Post	Quantity Miles	Rail	Quantity	Quantity	Unit Value	Rail	Gross Value	Less
Main Line Rail	1075.7	1076.4	0.70	113 # Jt.	3,696	139.22	$450	#1 Relay	$62,647	$61,394
Main Line OTM				OTM	3,696	59.88	$265	Scrap	$15,867	$14,280
Main Line Rail	1076.4	1076.7	0.30	113 # Jt.	1,584	59.66	$450	#1 Relay	$26,849	$26,312
Main Line OTM				OTM	1,584	25.66	$265	Scrap	$6,800	$6,120
Main Line Rail	1076.7	1077.7	1.00	113 # Jt.	5,280	198.88	$450	#1 Relay	$89,496	$87,706
Main Line OTM				OTM	5,280	85.54	$265	Scrap	$22,667	$20,400
Main Line Rail	1077.7	1078.0	0.30	119 # Jt.	1,584	62.83	$315	Reroll	$19,792	$19,396
Main Line OTM				OTM	1,584	25.66	$265	Scrap	$6,800	$6,120
Main Line Rail	1078.0	1078.4	0.40	113 # Jt.	2,112	79.55	$450	#1 Relay	$35,798	$35,082
Main Line OTM				OTM	2,112	34.21	$185	Scrap	$6,330	$5,697
Main Line Rail	1078.4	1078.7	0.30	113 # Jt.	1,584	59.66	$450	#1 Relay	$26,849	$26,312
Main Line OTM				OTM	1,584	25.66	$185	Scrap	$4,747	$4,273
Main Line Rail	1078.7	1078.9	0.20	113 # Jt.	1,056	39.78	$450	#1 Relay	$17,899	$17,541
Main Line OTM				OTM	1,056	17.11	$185	Scrap	$3,165	$2,848
Main Line Rail	1078.9	1079.1	0.20	113 # Jt.	1,056	39.78	$450	#1 Relay	$17,899	$17,541
Main Line OTM				OTM	1,056	17.11	$185	Scrap	$3,165	$2,848
Main Line Rail	1079.1	1079.5	0.40	113 # Jt.	2,112	79.55	$450	#1 Relay	$35,798	$35,082
Main Line OTM				OTM	2,112	34.21	$185	Scrap	$6,330	$5,697
Main Line Rail	1079.5	1079.8	0.30	113 # Jt.	1,584	59.66	$315	Reroll	$18,794	$18,418
Main Line OTM				OTM	1,584	25.66	$185	Scrap	$4,747	$4,273
Main Line Rail	1079.8	1080.1	0.30	113 # Jt.	1,584	59.66	$450	#1 Relay	$26,849	$26,312
Main Line OTM				OTM	1,584	25.66	$185	Scrap	$4,747	$4,273
Main Line Rail	1080.1	1080.5	0.40	132 # Jt.	2,112	92.93	$315	Reroll	$29,272	$26,345
Main Line OTM				OTM	2,112	36.96	$185	Scrap	$6,838	$6,154

Rail - NLV
Arizona Railroad Group
San Pedro & Southwestern Railroad
Cost Detail

Track	Mile Post	Mile Post	Quantity Miles	Rail	Quantity	Quantity	Unit Value	Rail	Gross Value	Net
Main Line Rail	1080.5	1080.7	0.20	113 # Jt.	1,056	39.78	$450	#1 Relay	$17,899	$16,109
Main Line OTM				OTM	1,056	17.11	$265	Scrap	$4,533	$4,080
Main Line Rail	1080.7	1081.0	0.30	113 # Jt.	1,584	59.66	$265	Scrap	$15,811	$14,230
Main Line OTM				OTM	1,584	25.66	$265	Scrap	$6,800	$6,120
Main Line Rail	1081.0	1081.1	0.10	112 # Jt.	528	19.71	$400	#2 Relay	$7,885	$7,096
Main Line OTM				OTM	528	8.55	$265	Scrap	$2,267	$2,040
Main Line Rail	1081.1	1082.5	1.40	113 # Jt.	7,392	278.43	$450	#1 Relay	$125,294	$112,765
Main Line OTM				OTM	7,392	119.75	$265	Scrap	$31,734	$28,560
Main Line Rail	1082.5	1082.8	0.30	113 # Jt.	1,584	59.66	$400	#2 Relay	$23,866	$21,479
Main Line OTM				OTM	1,584	25.66	$265	Scrap	$6,800	$6,120
Main Line Rail	1082.8	1085.0	2.20	113 # Jt.	11,616	437.54	$450	#1 Relay	$196,891	$192,953
Main Line OTM				OTM	11,616	188.18	$265	Scrap	$49,867	$44,881
Main Line Rail	1085.0	1085.3	0.30	113 # Jt.	1,584	59.66	$400	#2 Relay	$23,866	$23,388
Main Line OTM				OTM	1,584	25.66	$265	Scrap	$6,800	$6,120
Main Line Rail	1085.3	1085.5	0.20	113 # Jt.	1,056	39.78	$450	#1 Relay	$17,899	$17,541
Main Line OTM				OTM	1,056	17.11	$265	Scrap	$4,533	$4,080
Main Line Rail	1085.5	1086.0	0.50	132 # Jt.	2,640	116.16	$265	Scrap	$30,782	$30,167
Main Line OTM				OTM	2,640	46.20	$265	Scrap	$12,243	$11,019
Main Line Rail	1086.0	1086.6	0.60	113 # Jt.	3,168	119.33	$450	#1 Relay	$53,698	$52,624
Main Line OTM				OTM	3,168	51.32	$265	Scrap	$13,600	$12,240
Main Line Rail	1086.6	1086.8	0.20	113 # Jt.	1,056	39.78	$315	Reroll	$12,529	$12,279
Main Line OTM				OTM	1,056	17.11	$265	Scrap	$4,533	$4,080
Main Line Rail	1086.8	1087.2	0.40	113 # Jt.	2,112	79.55	$450	#1 Relay	$35,798	$35,082
Main Line OTM				OTM	2,112	34.21	$265	Scrap	$9,067	$8,160

Rail - NLV
Arizona Railroad Group
San Pedro & Southwestern Railroad
Cost Detail

Track	Beginning Milepost	Ending Milepost	Quantity Miles	Rail Weight	Quantity Feet	Quantity Tons	Unit Value	Rail Class	Gross Value	Net Value
Main Line Rail	1087.2	1087.4	0.20	132 # Jt.	1,056	46.46	$315	Reroll	$14,636	$14,343
Main Line OTM				OTM	1,056	18.48	$185	Scrap	$3,419	$3,077
Main Line Rail	1087.4	1087.7	0.30	113 # Jt.	1,584	59.66	$400	#2 Relay	$23,866	$23,388
Main Line OTM				OTM	1,584	25.66	$185	Scrap	$4,747	$4,273
Main Line Rail	1087.7	1088.1	0.40	132 # Jt.	2,112	92.93	$315	Reroll	$29,272	$28,687
Main Line OTM				OTM	2,112	36.96	$265	Scrap	$9,794	$8,815
Main Line Rail	1088.1	1088.6	0.50	131 # Jt.	2,640	115.28	$315	Reroll	$36,313	$35,587
Main Line OTM				OTM	2,640	46.20	$265	Scrap	$12,243	$11,019
Main Line Rail	1088.6	1088.8	0.20	132 # Jt.	1,056	46.46	$315	Reroll	$14,636	$14,343
Main Line OTM				OTM	1,056	18.48	$265	Scrap	$4,897	$4,407
Main Line Rail	1088.8	1089.0	0.20	113 # Jt.	1,056	39.78	$315	Reroll	$12,529	$12,279
Main Line OTM				OTM	1,056	17.11	$265	Scrap	$4,533	$4,080
Main Line Rail	1089.0	1089.2	0.20	113 # Jt.	1,056	39.78	$315	Reroll	$12,529	$12,279
Main Line OTM				OTM	1,056	17.11	$265	Scrap	$4,533	$4,080
Main Line Rail	1089.2	1089.5	0.30	132 # Jt.	1,584	69.70	$315	Reroll	$21,954	$21,515
Main Line OTM				OTM	1,584	27.72	$265	Scrap	$7,346	$6,611
Main Line Rail	1089.5	1089.6	0.10	131 # Jt.	528	23.06	$315	Reroll	$7,263	$7,117
Main Line OTM				OTM	528	9.24	$265	Scrap	$2,449	$2,204
Main Line Rail	1089.6	1089.7	0.10	130 # Jt.	528	22.88	$315	Reroll	$7,207	$7,063
Main Line OTM				OTM	528	9.24	$265	Scrap	$2,449	$2,204
Main Line Rail	1089.7	1090.1	0.40	132 # Jt.	2,112	92.93	$315	Reroll	$29,272	$28,687
Main Line OTM				OTM	2,112	36.96	$265	Scrap	$9,794	$8,815
Main Line Rail	1090.1	1090.6	0.50	132 # Jt.	2,640	116.16	$147	Scrap	$17,076	$16,734
Main Line OTM				OTM	2,640	46.20	$265	Scrap	$12,243	$11,019

Rail - NLV
Arizona Railroad Group
San Pedro & Southwestern Railroad
Cost Detail

Track	Milepost	Milepost	Quantity Per Mile	Rail Weight	Quantity	Quantity	Unit Value	Rail	Gross Value	Less Scrap
Main Line Rail	1090.6	1090.7	0.10	130 # Jt.	528	22.88	$315	Reroll	$7,207	$7,063
Main Line OTM				OTM	528	9.24	$265	Scrap	$2,449	$2,204
Main Line Rail	1090.7	1091.0	0.30	119 # Jt.	1,584	62.83	$315	Reroll	$19,792	$19,396
Main Line OTM				OTM	1,584	25.66	$265	Scrap	$6,800	$6,120
Main Line Rail	1091.0	1091.4	0.40	130 # Jt.	2,112	91.52	$315	Reroll	$28,829	$28,252
Main Line OTM				OTM	2,112	36.96	$265	Scrap	$9,794	$8,815
Main Line Rail	1091.4	1091.7	0.30	119 # Jt.	1,584	62.83	$315	Reroll	$19,792	$19,396
Main Line OTM				OTM	1,584	25.66	$265	Scrap	$6,800	$6,120
Main Line Rail	1091.7	1092.1	0.40	131 # Jt.	2,112	92.22	$315	Reroll	$29,051	$28,470
Main Line OTM				OTM	2,112	36.96	$265	Scrap	$9,794	$8,815
Main Line Rail	1092.1	1092.4	0.30	132 # Jt.	1,584	69.70	$315	Reroll	$21,954	$21,515
Main Line OTM				OTM	1,584	27.72	$265	Scrap	$7,346	$6,611
Main Line Rail	1092.4	1092.7	0.30	113 # Jt.	1,584	59.66	$450	#1 Relay	$26,849	$26,312
Main Line OTM				OTM	1,584	25.66	$265	Scrap	$6,800	$6,120
Main Line Rail	1092.7	1093.1	0.40	132 # Jt.	2,112	92.93	$315	Reroll	$29,272	$28,687
Main Line OTM				OTM	2,112	36.96	$265	Scrap	$9,794	$8,815
Main Line Rail	1093.1	1093.2	0.10	113 # Jt.	528	19.89	$450	#1 Relay	$8,950	$8,771
Main Line OTM				OTM	528	8.55	$265	Scrap	$2,267	$2,040
Main Line Rail	1093.2	1093.5	0.30	132 # Jt.	1,584	69.70	$315	Reroll	$21,954	$21,515
Main Line OTM				OTM	1,584	27.72	$265	Scrap	$7,346	$6,611
Main Line Rail	1093.5	1093.9	0.40	113 # Jt.	2,112	79.55	$450	#1 Relay	$35,798	$35,082
Main Line OTM				OTM	2,112	34.21	$265	Scrap	$9,067	$8,160
Main Line Rail	1093.9	1094.1	0.20	113 # Jt.	1,056	39.78	$400	#2 Relay	$15,910	$15,592
Main Line OTM				OTM	1,056	17.11	$265	Scrap	$4,533	$4,080

Rail - NLV
Arizona Railroad Group
San Pedro & Southwestern Railroad
Cost Detail

Track	Mile Post	Mile Post	Quantity Net Miles	Rail Weight & Condition	Quantity Net Tons	Quantity Gross Tons	Unit Value	Rail Disposition	Gross Value	Net Salvage Value
Main Line Rail	1094.1	1094.4	0.30	113 # Jt.	1,584	59.66	$450	#1 Relay	$26,849	$26,312
Main Line OTM				OTM	1,584	25.66	$265	Scrap	$6,800	$6,120
Main Line Rail	1094.4	1094.6	0.20	132 # Jt.	1,056	46.46	$315	Reroll	$14,636	$14,343
Main Line OTM				OTM	1,056	18.48	$265	Scrap	$4,897	$4,407
Main Line Rail	1094.6	1095.0	0.40	113 # Jt.	2,112	79.55	$450	#1 Relay	$35,798	$35,082
Main Line OTM				OTM	2,112	36.96	$265	Scrap	$9,794	$8,815
Main Line Rail	1095.0	1095.2	0.20	132 # Jt.	1,056	46.46	$315	Reroll	$14,636	$14,343
Main Line OTM				OTM	1,056	18.48	$265	Scrap	$4,897	$4,407
Main Line Rail	1095.2	1095.9	0.70	131 # Jt.	3,696	161.39	$315	Reroll	$50,838	$49,822
Main Line OTM				OTM	3,696	64.68	$265	Scrap	$17,140	$15,426
Main Line Rail	1095.9	1096.2	0.30	132 # Jt.	1,584	69.70	$315	Reroll	$21,954	$21,515
Main Line OTM				OTM	1,584	27.72	$265	Scrap	$7,346	$6,611
Main Line Rail	1096.2	1096.5	0.30	113 # Jt.	1,584	59.66	$450	#1 Relay	$26,849	$26,312
Main Line OTM				OTM	1,584	25.66	$265	Scrap	$6,800	$6,120
Main Line Rail	1096.5	1096.9	0.40	132 # Jt.	2,112	92.93	$315	Reroll	$29,272	$28,687
Main Line OTM				OTM	2,112	36.96	$265	Scrap	$9,794	$8,815
SubTotal Main Line Rail =			60.90							
Sidings;										
Fairbank	900'		0.17	110 # Jt.	898	32.91	$400	#2 Relay	$13,165	$12,902
				OTM	900	14.58	$265	Scrap	$3,864	$3,477
Charleston	971'		0.18	113 # Jt.	971	36.57	$450	#1 Relay	$16,458	$16,129
				OTM	971	15.73	$265	Scrap	$4,169	$3,752

Rail - NLV
Arizona Railroad Group
San Pedro & Southwestern Railroad
Cost Detail

Track	Miscellaneous	Quantity	Rail	Quantity	Quantity/ Unit Weight	Unit Value	Rail	Gross Value	Less
Bisbee Jct.	1560'	0.30	113 # Jt.	1,560	58.76	$315	Reroll	$18,509	$18,139
			OTM	1,560	25.27	$265	Scrap	$6,697	$6,027
Forrest (Paul Spur)	2375'	0.45	90 # Jt.	2,375	89.46	$265	Scrap	$23,706	$23,232
			OTM	2,375	24.94	$265	Scrap	$6,608	$5,948
Sidings/Spurs =		1.10							
Total Track Footage =		62.00							

Estimated Total prior to Take-Up and Transportation Costs: $6,297,491

Summary of Rail Tonnage

	Total	Relay Use	Scrap Use	Reroller Use
Scrap OTM	5061		5061	
Relay Rail	7058	7058		
Scrap Rail	419		419	
Reroller Rail	5890			5890
	18429	7058	5480	5890

Switches

Switches - NLV
Arizona Railroad Group
San Pedro & Southwestern Railroad
Cost Detail

Switch Weight	Style	Quantity	Per Switch Tonnage	Total Tonnage	Unit Value	Value
136 lb.Rail Weight	No. 10	1	4.65	4.65	Relay	$5,000	$5,000
113 lb.Rail Weight	No. 10	2	4.52	9.04	Relay	$2,500	$5,000
110 lb.Rail Weight	No. 9	1	3.70	3.70	Relay	$2,500	$2,500
90 lb.Rail Weight	No. 9	2	1.83	3.66	Scrap	$2,000	$4,000
						Subtotal	$16,500
Less Take-Up Cost Per Switch		6				($750)	($4,500)
Estimated NLV of Switches							$12,000
						Rounded to:	$12,000
Estimated Gross Tonnage				21.05			

EXHIBIT B

TIE VALUATION

Tie Test Schedule
Arizona Railroad Group
San Pedro & Southwestern Railroad

Tie Test Location	Total # of Ties in Test Section	Rolled Tie Count	Landscape Tie Count	Screw Tie Count
Tie Test #1 Mile Post 7.15 Photo 1-5	64	26	20	18
Tie Test #2 Mile Post 12.0 Photo 1-8	54	24	17	13
Tie Test #3 Mile Post 17.0 Photo 1-9	60	16	21	23
Tie Test #4 Mile Post 22.3 Photo 1-12	62	18	29	15
Tie Test #5 Mile Post 30.05 Photo 1-14	59	15	24	20
Tie Test #6 Mile Post 39.0 Photo 1-16	62	17	29	16
Tie Test #7 Mile Post 46.95 Photo 1-16	61	18	31	12
Tie Test #8 Mile Post 55.0 Photo 1-23	62	18	16	28
Tie Test #9 Mile Post 60.0 Photo 1-24	61	17	29	15
Averages	60.56	18.78	24.00	17.78
Percentages	100.00%	30%	40%	30%

Ties - NLV
Arizona Railroad Group
San Pedro & Southwestern Railroad
Cost Detail

Approximate Mile Post Limits	Length	Tie Spacing	Total Ties	Allocation	Description	Unit Value	Value
MP 0.0 TO MP 7.0	First 7 miles of r-o-w owned by Union Pacific Railroad, no NLV calculation for this segment.						
Main Line							
Sidings							
Benson yard							
MP 7.0 TO MP 10.0							
Main Line	3.00	3200	9,600	4,224	Relay Tie	$8.00	$33,792
Sidings				3,072	Landscape Tie	$3.00	$9,216
				2,304	Scrap Tie	$0.00	$0
MP 10.0 TO MP 12.0							
Main Line	2.00	3200	6,400	2,816	Relay Tie	$8.00	$22,528
Sidings				2,048	Landscape Tie	$3.00	$6,144
				1,536	Scrap Tie	$0.00	$0
MP 12.0 TO MP 14.0							
Main Line	2.00	3200	6,400	2,816	Relay Tie	$8.00	$22,528
Sidings				2,048	Landscape Tie	$3.00	$6,144
				1,536	Scrap Tie	$0.00	$0
MP 14.0 TO MP 16.0							
Main Line	2.00	3200	6,400	2,816	Relay Tie	$8.00	$22,528
Sidings				2,048	Landscape Tie	$3.00	$6,144
				1,536	Scrap Tie	$0.00	$0
MP 16.0 TO MP 18.0							
Main Line	2.00	3200	6,400	2,432	Relay Tie	$8.00	$19,456
Sidings				2,240	Landscape Tie	$3.00	$6,720
				1,728	Scrap Tie	$0.00	$0

Ties - NLV
Arizona Railroad Group
San Pedro & Southwestern Railroad
Cost Detail

Approximate Milepost	Length (Miles)	Ties per Mile	Total Ties	Tie Type	Unit Value	Value
MP 18.0 TO MP 20.0						
Main Line	2.00	3200	6,400	2,625 Relay Tie	$8.00	$21,000
Sidings, Fairbank (900')	0.17	3000	510	2,419 Landscape Tie	$3.00	$7,257
				1,866 Scrap Tie	$0.00	$0
MP 20.0 TO MP 22.0						
Main Line	2.00	3200	6,400	2,432 Relay Tie	$8.00	$19,456
Sidings				2,240 Landscape Tie	$3.00	$6,720
				1,728 Scrap Tie	$0.00	$0
MP 22.0 TO MP 24.0						
Main Line	2.00	3200	6,400	1,856 Relay Tie	$8.00	$14,848
Sidings				3,008 Landscape Tie	$3.00	$9,024
				1,536 Scrap Tie	$0.00	$0
MP 24.0 TO MP 26.0						
Main Line	2.00	3200	6,400	2,012 Relay Tie	$8.00	$16,096
Sidings, Charleston (971')	0.18	3000	540	3,262 Landscape Tie	$3.00	$9,786
				1,666 Scrap Tie	$0.00	$0
MP 26.0 TO MP 28.0						
Main Line	2.00	3200	6,400	1,856 Relay Tie	$8.00	$14,848
Sidings				3,008 Landscape Tie	$3.00	$9,024
				1,536 Scrap Tie	$0.00	$0
MP 28.0 TO MP 30.0						
Main Line	2.00	3200	6,400	1,600 Relay Tie	$8.00	$12,800
Sidings				2,624 Landscape Tie	$3.00	$7,872
				2,176 Scrap Tie	$0.00	$0

Ties - NLV
Arizona Railroad Group
San Pedro & Southwestern Railroad
Cost Detail

MP 30.0 TO MP 32.0						
Main Line	2.00	3200	6,400	1,600 Relay Tie	$8.00	$12,800
Sidings				2,624 Landscape Tie	$3.00	$7,872
				2,176 Scrap Tie	$0.00	$0
MP 32.0 TO MP 34.0						
Main Line	2.00	3200	6,400	1,600 Relay Tie	$8.00	$12,800
Sidings				2,624 Landscape Tie	$3.00	$7,872
				2,176 Scrap Tie	$0.00	$0
MP 34.0 TO MP 36.0						
Main Line	2.00	3200	6,400	1,600 Relay Tie	$8.00	$12,800
Sidings				2,624 Landscape Tie	$3.00	$7,872
				2,176 Scrap Tie	$0.00	$0
MP 36.0 TO MP 38.0						
Main Line	2.00	3200	6,400	1,600 Relay Tie	$8.00	$12,800
Sidings			0	2,624 Landscape Tie	$3.00	$7,872
				2,176 Scrap Tie	$0.00	$0
MP 38.0 TO MP 40.0						
Main Line	2.00	3200	6,400	1,728 Relay Tie	$8.00	$13,824
Sidings				3,008 Landscape Tie	$3.00	$9,024
				1,664 Scrap Tie	$0.00	$0
MP 40.0 TO MP 42.0						
Main Line	2.00	3200	6,400	1,728 Relay Tie	$8.00	$13,824
Sidings				3,008 Landscape Tie	$3.00	$9,024
				1,664 Scrap Tie	$0.00	$0

Ties - NLV
Arizona Railroad Group
San Pedro & Southwestern Railroad
Cost Detail

Approximate Milepost Limits	Length (Miles)	Ties per Mile	Total Ties	Allocation	Disposition	Unit Value	Value
MP 42.0 TO MP 44.0							
Main Line	2.00	3200	6,400	1,728	Relay Tie	$8.00	$13,824
Sidings				3,008	Landscape Tie	$3.00	$9,024
				1,664	Scrap Tie	$0.00	$0
MP 44.0 TO MP 46.0							
Main Line	2.00	3200	6,400	1,728	Relay Tie	$8.00	$13,824
Sidings				3,008	Landscape Tie	$3.00	$9,024
				1,664	Scrap Tie	$0.00	$0
MP 46.0 TO MP 48.0							
Main Line	2.00	3200	6,400	1,856	Relay Tie	$8.00	$14,848
Sidings				3,264	Landscape Tie	$3.00	$9,792
				1,280	Scrap Tie	$0.00	$0
MP 48.0 TO MP 50.0							
Main Line	2.00	3200	6,400	1,856	Relay Tie	$8.00	$14,848
Sidings				3,264	Landscape Tie	$3.00	$9,792
				1,280	Scrap Tie	$0.00	$0
MP 50.0 TO MP 52.0							
Main Line	2.00	3200	6,400	1,856	Relay Tie	$8.00	$14,848
Sidings				3,264	Landscape Tie	$3.00	$9,792
				1,280	Scrap Tie	$0.00	$0
MP 52.0 TO MP 54.0							
Main Line	2.00	3200	6,400	1,856	Relay Tie	$8.00	$14,848
Sidings				3,264	Landscape Tie	$3.00	$9,792
				1,280	Scrap Tie	$0.00	$0

Ties - NLV
Arizona Railroad Group
San Pedro & Southwestern Railroad
Cost Detail

MP 54.0 TO MP 56.0						
Main Line	2.00	3200	6,400	2,117 Relay Tie	$8.00	$16,936
Sidings, Bisbee Jct. (1560')	0.30	3000	900	1,898 Landscape Tie	$3.00	$5,694
				3,285 Scrap Tie	$0.00	$0
MP 56.0 TO MP 58.0						
Main Line	2.00	3200	6,400	1,856 Relay Tie	$8.00	$14,848
Sidings				1,664 Landscape Tie	$3.00	$4,992
				2,880 Scrap Tie	$0.00	$0
MP 58.0 TO MP 60.0						
Main Line	2.00	3200	6,400	1,856 Relay Tie	$8.00	$14,848
Sidings				1,664 Landscape Tie	$3.00	$4,992
				2,880 Scrap Tie	$0.00	$0
MP 60.0 TO MP 62.0						
Main Line	2.00	3200	6,400	1,792 Relay Tie	$8.00	$14,336
Sidings				3,008 Landscape Tie	$3.00	$9,024
				1,600 Scrap Tie	$0.00	$0
MP 62.0 TO MP 64.0						
Main Line	2.00	3200	6,400	1,792 Relay Tie	$8.00	$14,336
Sidings				3,008 Landscape Tie	$3.00	$9,024
				1,600 Scrap Tie	$0.00	$0
MP 64.0 TO MP 66.0						
Main Line	2.00	3200	6,400	1,792 Relay Tie	$8.00	$14,336
Sidings				3,008 Landscape Tie	$3.00	$9,024
				1,600 Scrap Tie	$0.00	$0

Ties - NLV
Arizona Railroad Group
San Pedro & Southwestern Railroad
Cost Detail

Approximate Mile Post	Length of Segment (Miles)	Ties per Mile	Total Ties Required	Allocation	Description	Unit Value	Value
MP 66.0 TO MP 67.0							
Main Line	1.00	3200	3,200	896	Relay Tie	$8.00	$7,168
Sidings				1,504	Landscape Tie	$3.00	$4,512
				800	Scrap Tie	$0.00	$0
MP 67.0 TO MP 67.9							
Main Line	0.90	3200	2,880	1,184	Relay Tie	$8.00	$9,472
Sidings (2375')	0.45	3000	1,350	1,988	Landscape Tie	$3.00	$5,964
				1,058	Scrap Tie	$0.00	$0
Installed Relay Ties in 2004			2,500	2,500	Relay Tie	$8.00	$20,000
Less scrap ties taken out			(2,500)	(2,500)	Scrap Tie	$0.00	$0
Total miles including main line, yard and sidings.	62.00		198,180	198,180			$756,077
* Estimated Tie Take-Up Costs =				198,180	@	($2.00)	(396,360)
		Scrap =		52,830			
		Landscape =		81,342			
		Relay =		64,008			$359,717
				198,180			

* Take Up Costs (Stacked & Bundled)	$ per Tie
- Labor	$1.00
- Equipment, Rental & Supplies	$0.54
- Overhead, Profit, and Contingency @ 30% of Labor & Supplies.	$0.46
Estimated per tie take-up cost =	$2.00

EXHIBIT C

TRACK PROFILE INFORMATION

SWKR

LEGEND



Culvert



RR Bridge

Crossing



OH Bridge

Unprotected Crossing (PVT)



Lights Only



Lights and Gates

County/State line



Track Signal

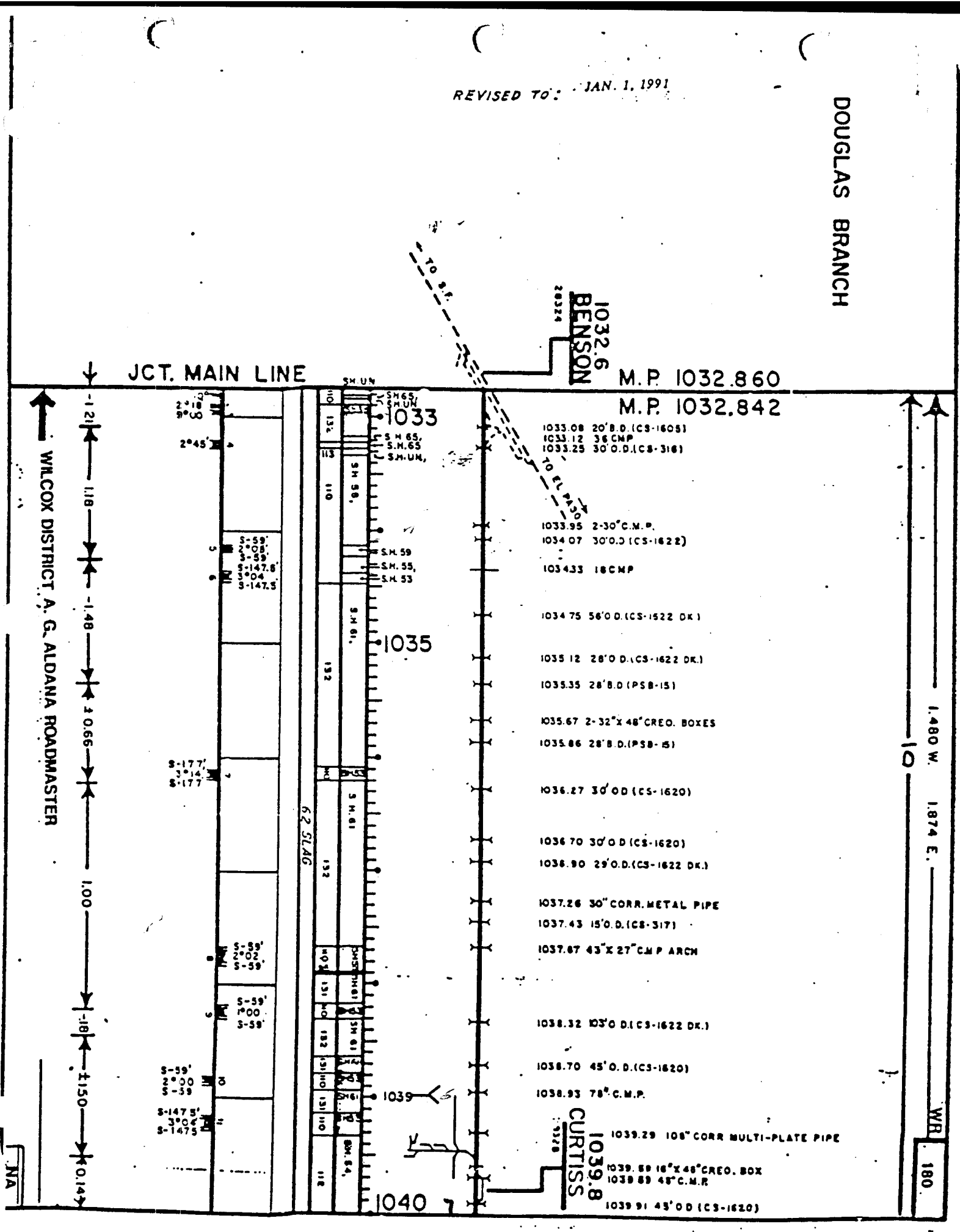


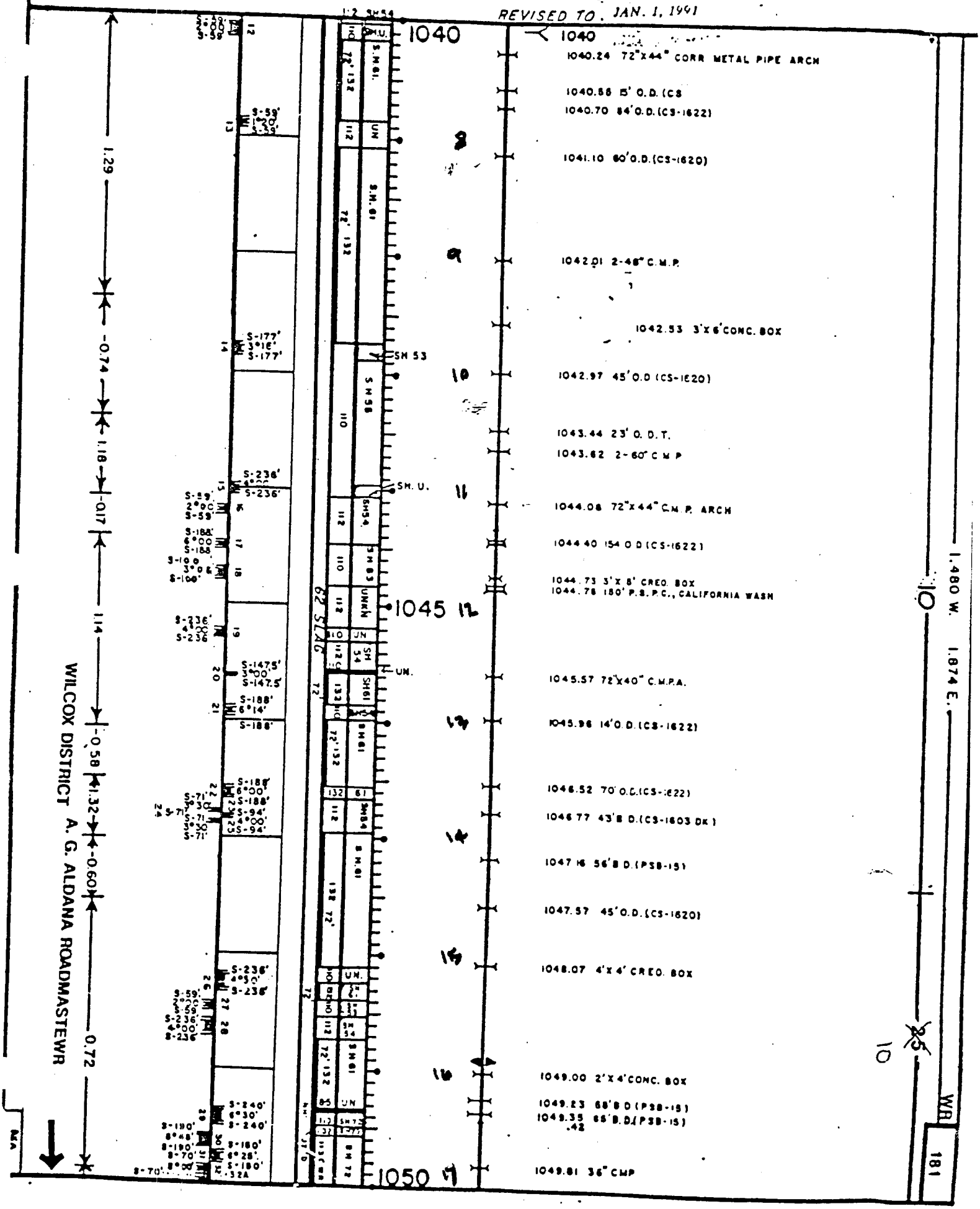
Yard Limits



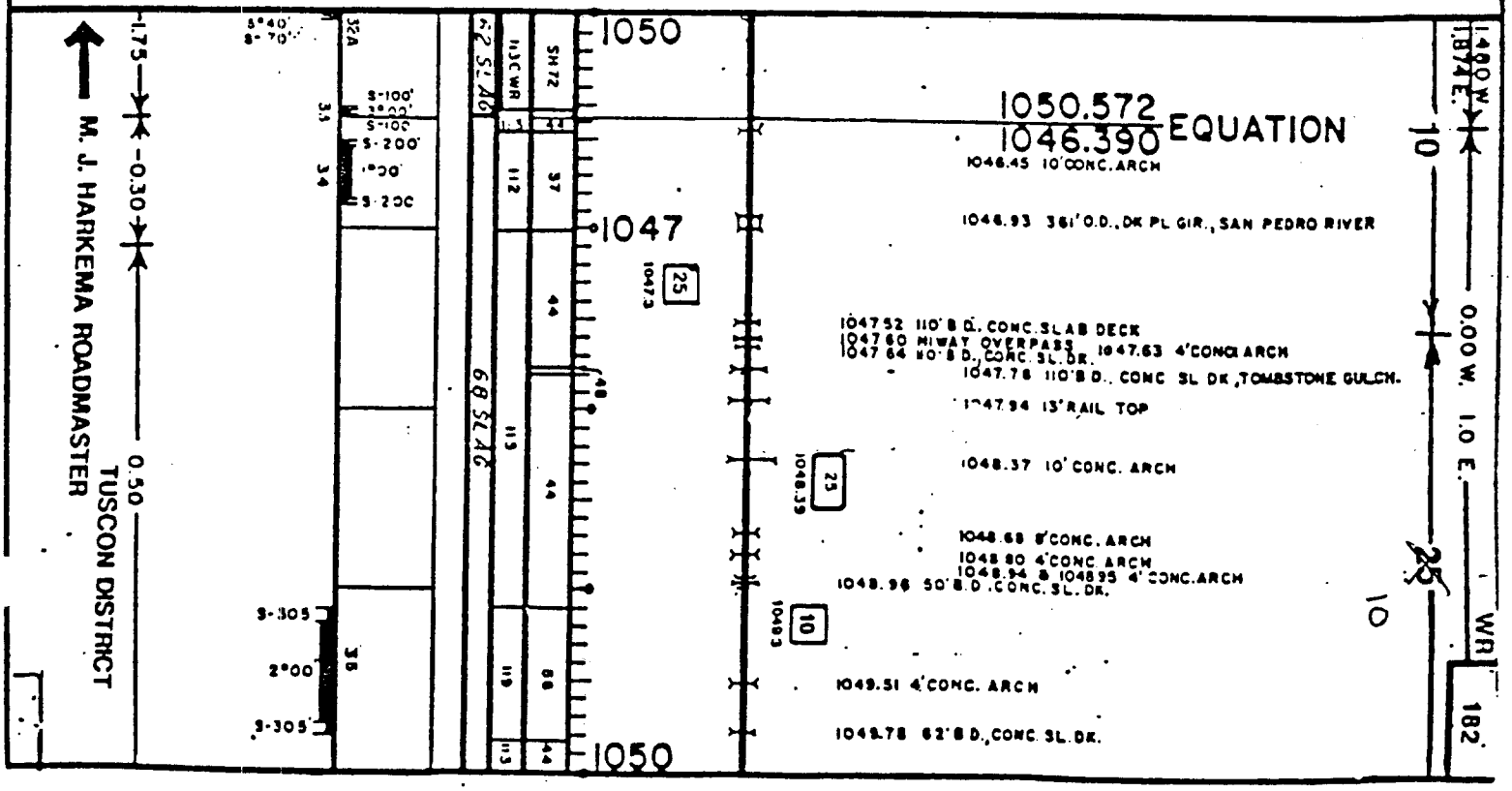
Railroad Crossing

CROUCH ENGINEERING

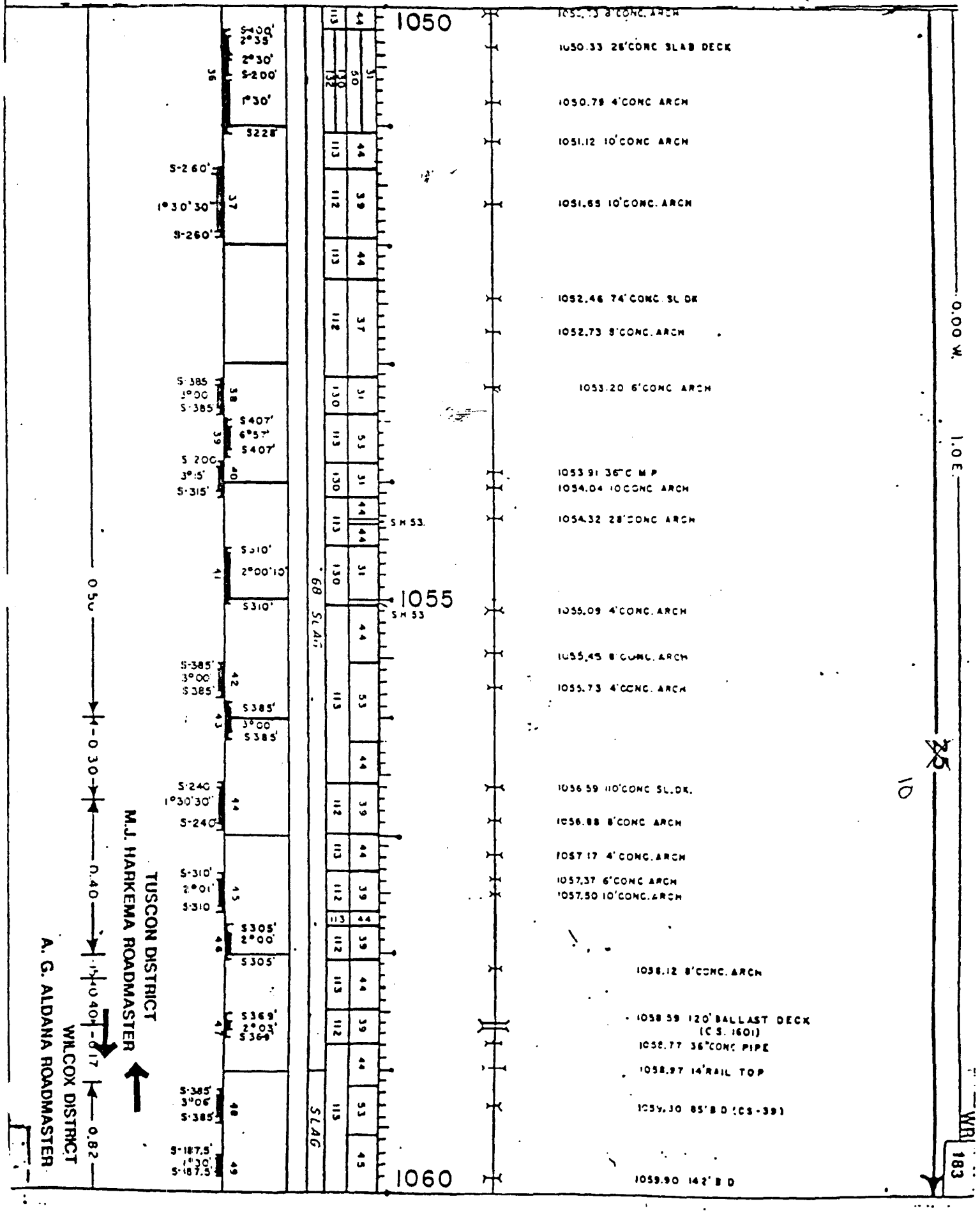

REVISED TO: JAN. 1, 1991
DOUGLAS BRANCH
TO S.F.
1032.6
BENSON
28324
JCT. MAIN LINE
M.P. 1032.860
M.P. 1032.842
TO EL PASO
WILCOX DISTRICT, A. G. ALDANA ROADMASTER
1033
1035
1039
1040
1039.8
CURTISS
1033.08 20' B.D. (CS-1605)
1033.12 36 CMP
1033.25 30' O.D. (CS-316)
1033.95 2-30" C.M.P.
1034.07 30' O.D. (CS-1622)
1034.33 18 CMP
1034.75 56' O.D. (CS-1522 DK.)
1035.12 28' O.D. (CS-1622 DK.)
1035.35 28' B.D. (PSB-15)
1035.67 2-32" X 48" CREO. BOXES
1035.86 28' B.D. (PSB-15)
1036.27 30' O.D. (CS-1620)
1036.70 30' O.D. (CS-1620)
1036.90 29' O.D. (CS-1622 DK.)
1037.26 30" CORR. METAL PIPE
1037.43 15' O.D. (CS-317)
1037.67 43" X 27" C.M.P. ARCH
1038.32 103' O.D. (CS-1622 DK.)
1038.70 45' O.D. (CS-1620)
1038.93 78" C.M.P.
1039.29 108" CORR. MULTI-PLATE PIPE
1039.59 18" X 48" CREO. BOX
1039.89 48" C.M.P.
1039.91 45' O.D. (CS-1620)
62 SLAG
1.480 W.
1.874 E.
WR
180
NA

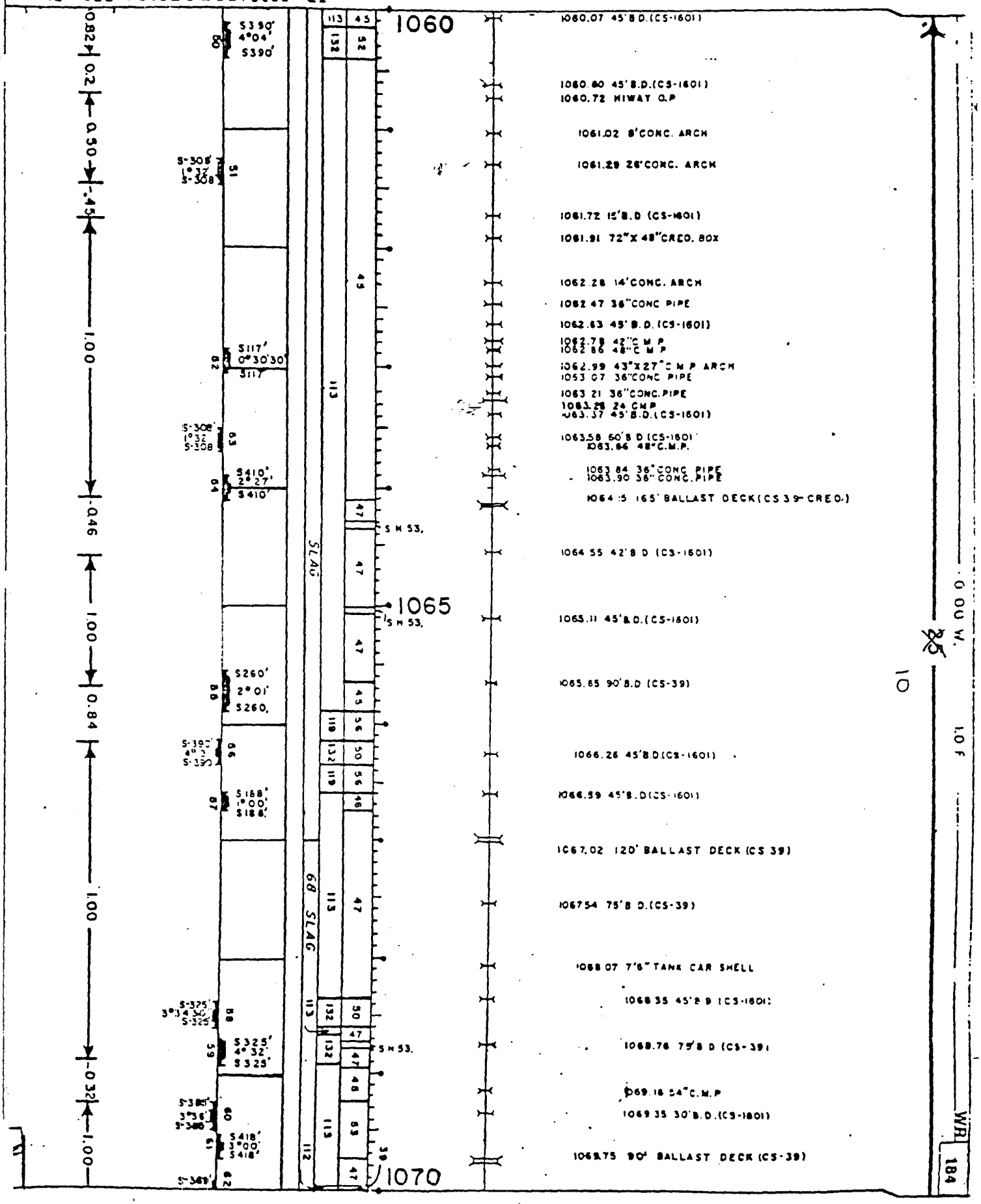

REVISED TO JAN. 1, 1991
1040
1040
1040.24 72"X44" CORR METAL PIPE ARCH
1040.88 15' O.D. (CS
1040.70 84' O.D. (CS-1622)
1041.10 60' O.D. (CS-1620)
1042.01 2-48" C.M.P.
1042.53 3'X6' CONC. BOX
1042.97 45' O.D. (CS-1620)
1043.44 23' O.D.T.
1043.62 2-60" C.M.P.
1044.08 72"X44" C.M.P. ARCH
1044.40 154 O.D. (CS-1622)
1044.73 3'X8' CREO. BOX
1044.78 180' P.S.P.C., CALIFORNIA WASH
1045
1045.57 72"X40" C.M.P.A.
1045.96 14' O.D. (CS-1622)
1046.52 70' O.D. (CS-1622)
1046.77 43'8 D. (CS-1603 DK)
1047.16 56'8 D. (PSB-19)
1047.57 45' O.D. (CS-1620)
1048.07 4'X4' CREO. BOX
1049.00 2'X4' CONC. BOX
1049.23 68'8 D (PSB-19)
1049.35 65'8 D (PSB-19)
1049.81 36" CMP
1050
62 SLAG
WILCOX DISTRICT A. G. ALDANA ROADMASTEWR
1.29
0.74
1.18
0.17
1.14
0.58
1.32
0.60
0.72
1,480 W. 1,874 E.
WR
181

REVISED TO - JAN. 1, 1991

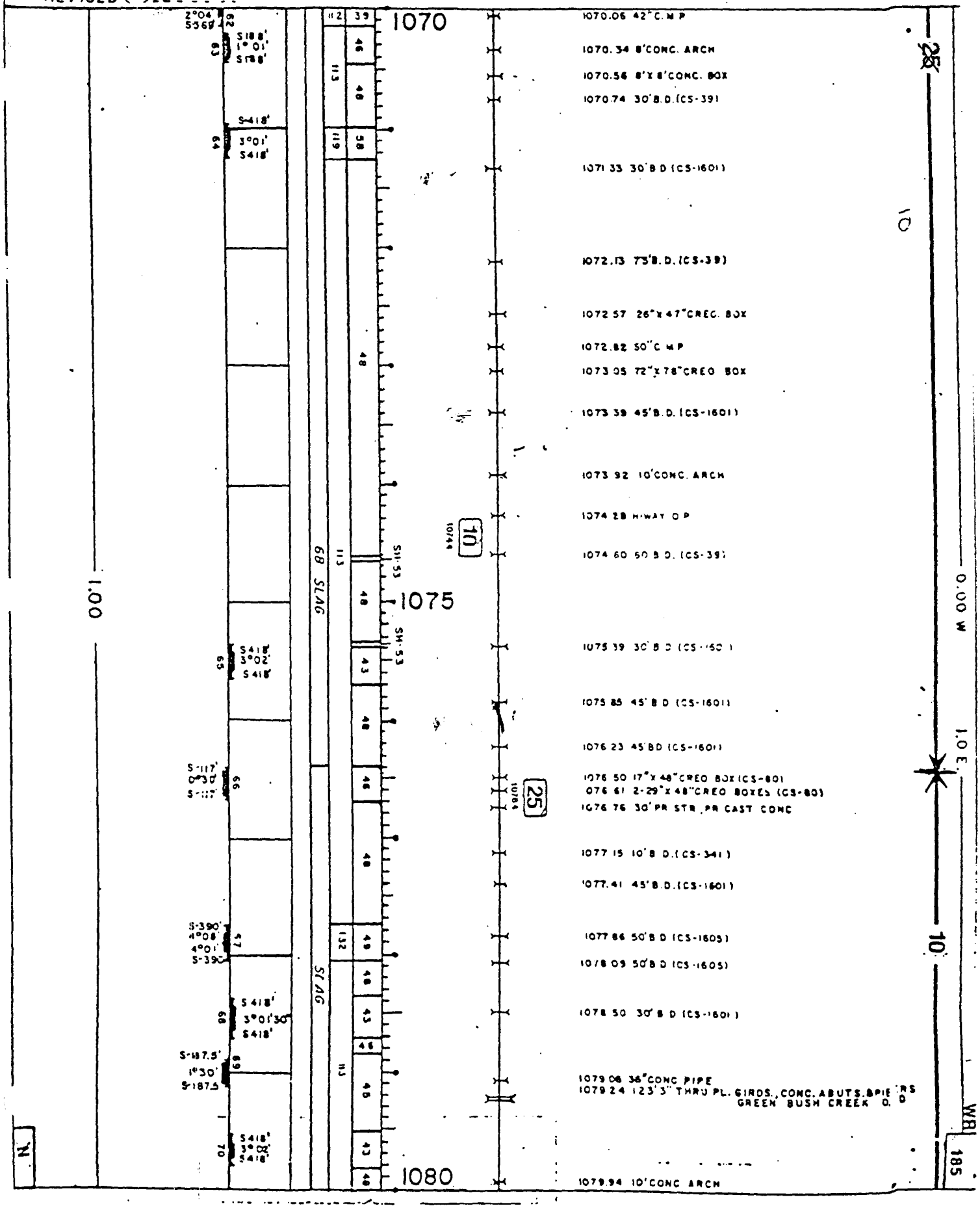


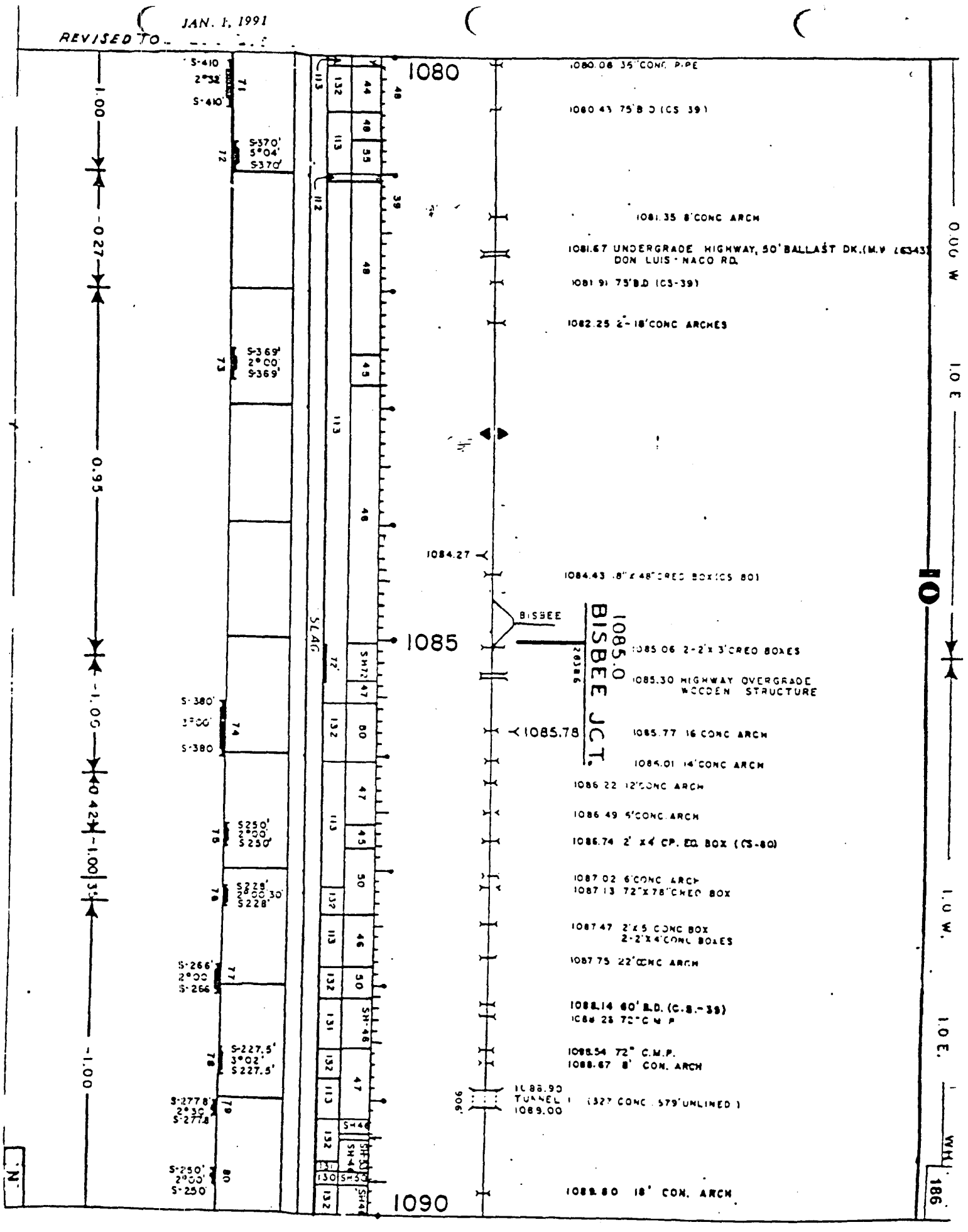
REVISED JAN. 1, 1991

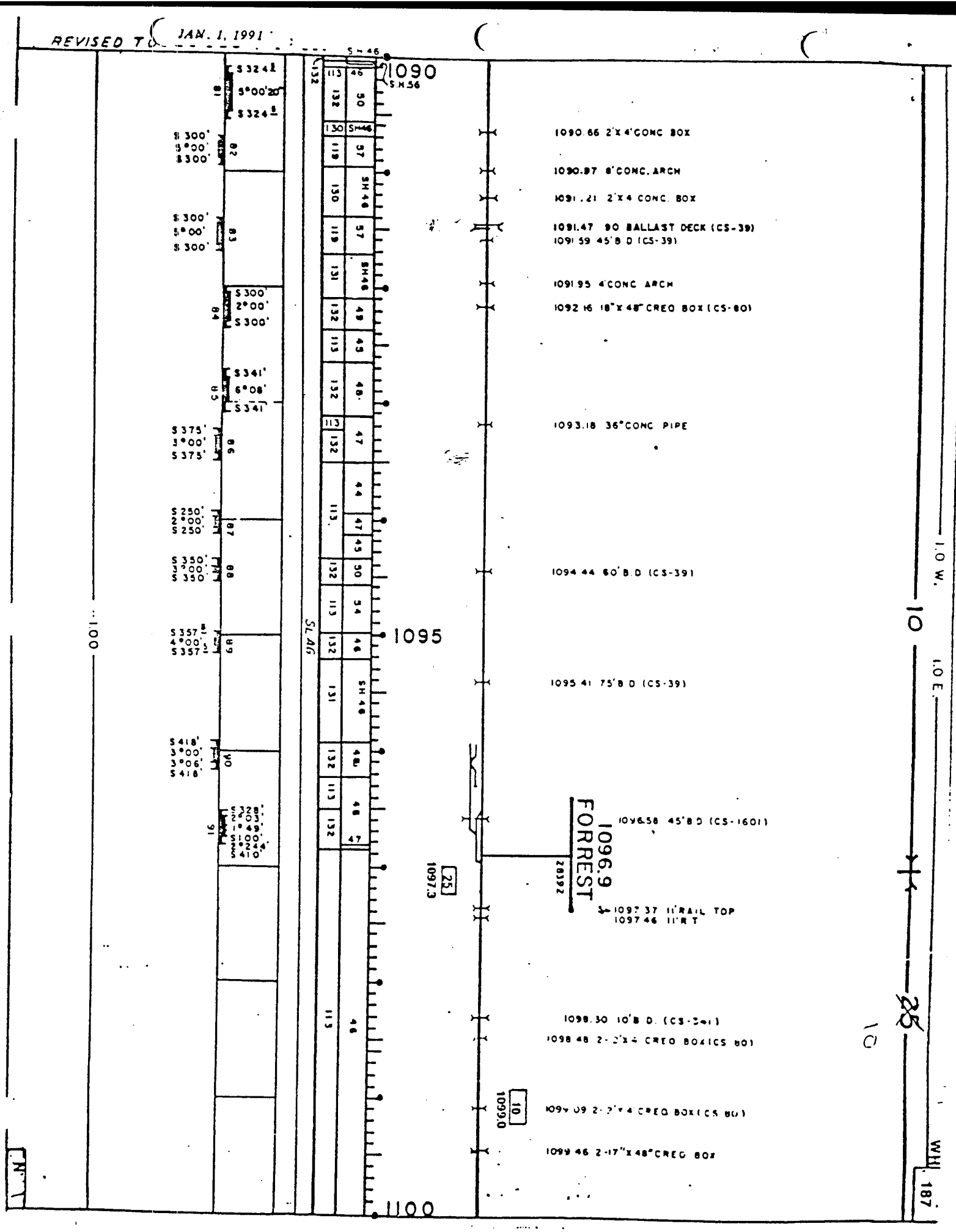



1060
1065
1070
SLAG
68 SLAG
S M 53.
1060.07 45' B.D.(CS-1601)
1060.60 45' B.D.(CS-1601)
1060.72 HIWAY O.P.
1061.02 8' CONC. ARCH
1061.29 26' CONC. ARCH
1061.72 15' B.D. (CS-1601)
1061.91 72"X 48" CREO. BOX
1062.28 14' CONC. ARCH
1062.47 36" CONC PIPE
1062.63 45' B.D. (CS-1601)
1062.78 42" C.M.P.
1062.86 48" C.M.P.
1062.99 43"X27" C.M.P. ARCH
1063.07 36" CONC PIPE
1063.21 36" CONC. PIPE
1063.28 24" C.M.P.
1063.37 45' B.D.(CS-1601)
1063.58 60' B.D.(CS-1601)
1063.86 48" C.M.P.
1063.84 36" CONC PIPE
1063.90 36" CONC. PIPE
1064.15 165' BALLAST DECK (CS 39- CREO.)
1064.55 42' B.D. (CS-1601)
1065.11 45' B.D.(CS-1601)
1065.85 90' B.D. (CS-39)
1066.26 45' B.D.(CS-1601)
1066.59 45' B.D.(CS-1601)
1067.02 120' BALLAST DECK (CS 39)
1067.54 75' B.D.(CS-39)
1068.07 7'6" TANK CAR SHELL
1068.35 45' B.D. (CS-1601)
1068.76 75' B.D. (CS-39)
1069.16 24" C.M.P.
1069.35 30' B.D.(CS-1601)
1069.75 90' BALLAST DECK (CS-39)
S 3.90' 4°04' S 3.90'
S-308' 1°37' S-308'
S 1.17' 0°30'30" S 1.17'
S-308' 1°32' S-308'
S 4.10' 2°27' S 4.10'
S 2.60' 2°01' S 2.60'
S-390' 4°01' S-390'
S 1.88' 1°00' S 1.88'
S-325' 3°34'30" S-325'
S 3.25' 4°32' S 3.25'
S-386' 3°36' S-386'
S 4.18' 3°00' S 4.18'
S-361'
0.82
0.2
0.50
1.00
0.46
1.00
0.84
1.00
0.32
1.00
0.00 W.
25
10
1.0 F
WR
184

REVISED (..IAN. 1, 1991




JAN. 1, 1991
REVISED TO
1080
1085
1090
1085.0
BISBEE JCT.
BISBEE
SLAG
1084.27
1085.78
1080.08 36" CONC. PIPE
1080.43 75' B.D (CS 39)
1081.35 8' CONC ARCH
1081.67 UNDERGRADE HIGHWAY, 50' BALLAST DK. (M.P. 1083.43 DON LUIS - NACO RD.
1081.91 75' B.D (CS-39)
1082.25 2-18' CONC ARCHES
1084.43 18" x 48" CREO BOX (CS 80)
1085.06 2-2' x 3' CREO BOXES
1085.30 HIGHWAY OVERGRADE WOODEN STRUCTURE
1085.77 16' CONC ARCH
1085.01 14' CONC ARCH
1086.22 12' CONC ARCH
1086.49 6' CONC. ARCH
1086.74 2' x 4' CP. EQ. BOX (CS-80)
1087.02 6' CONC ARCH
1087.13 72" x 78" CREO BOX
1087.47 2' x 5' CONC BOX
2-2' x 4' CONC BOXES
1087.75 22' CONC ARCH
1088.14 60' B.D. (C.S.-39)
1088.28 72" C.M.P.
1088.54 72" C.M.P.
1088.67 8' CON. ARCH
1088.90 TUNNEL 1 (327' CONC. 579' UNLINED)
1089.00
1089.80 18' CON. ARCH
1.00
0.27
0.95
1.00
0.42
1.00
1.00
0.00 W.
1.0 E.
1.0 W.
1.0 E.
WH. 186
N.
S-410
2°32
S-410'
S-370'
5°04'
S-370'
S-369'
2°00'
S-369'
S-380'
3°30'
S-380'
S-250'
2°00'
S-250'
S-229'
2°00.30'
S-228'
S-266'
2°00
S-266'
S-227.5'
3°02'
S-227.5'
S-277.8'
2°30
S-277.8
S-250'
2°00'
S-250'


REVISED TO JAN. 1, 1991
1090
S.M.56
1095
1100
1096.9
FORREST
1097.3
1099.0
1.0 W.
1.0 E.
10
25
10
1090.66 2'X 4'CONC BOX
1090.87 8'CONC. ARCH
1091.21 2'X 4 CONC. BOX
1091.47 90 BALLAST DECK (CS-39)
1091.59 45°B.D (CS-39)
1091.95 4'CONC ARCH
1092.16 18"X 48" CREO BOX (CS-80)
1093.18 36"CONC PIPE
1094.44 60°B.D (CS-39)
1095.41 75°B.D (CS-39)
1096.58 45°B.D (CS-1601)
1097.37 11'RAIL TOP
1097.46 11'R.T
1098.30 10°B.D. (CS-241)
1098.48 2-2"X 4" CREO BOX (CS 80)
1099.09 2-2"X 4" CREO BOX (CS 80)
1099.46 2-17"X 48" CREO BOX
WH. 187
N.

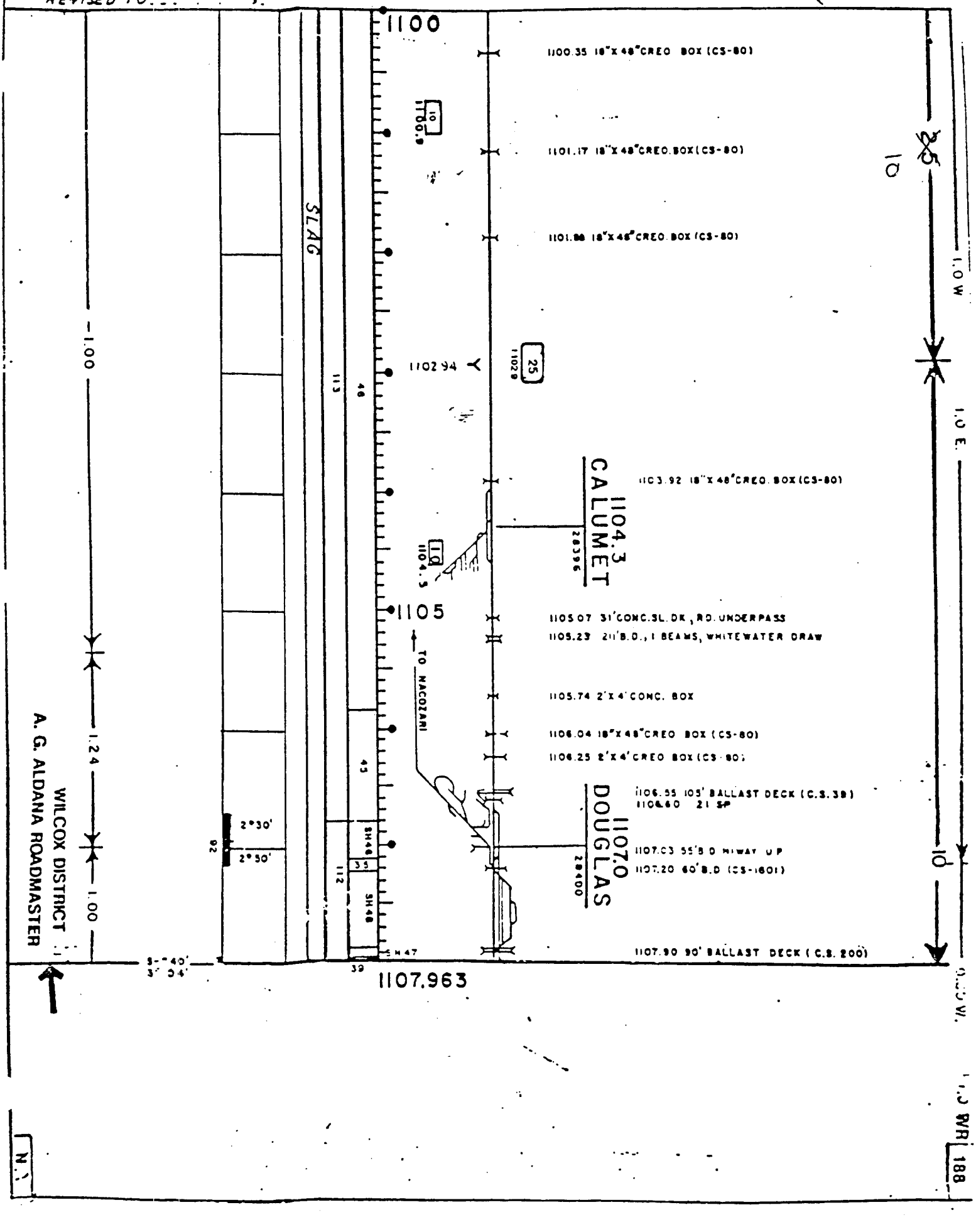

REVISED TO JAN. 1, 1991
1100
1100.35 18"X 48"CREO BOX (CS-80)
1101.17 18"X 48"CREO. BOX (CS-80)
1101.86 18"X 48"CREO. BOX (CS-80)
SLAG
1102.94
1103.92 18"X 48"CREO. BOX (CS-80)
1104.3
CALUMET
1105
1105.07 31' CONC. SL. DK., RD. UNDERPASS
1105.23 21' B.D., I BEAMS, WHITEWATER DRAW
TO NACOZARI
1105.74 2'X 4' CONC. BOX
1106.04 18"X 48"CREO BOX (CS-80)
1106.25 2'X 4' CREO BOX (CS-80)
1106.55 105' BALLAST DECK (C.S.38)
1106.60 21 SP
1107.0
DOUGLAS
1107.03 55'8.0 HIWAY U P
1107.20 60' B.D (CS-1601)
1107.90 90' BALLAST DECK (C.S. 200)
1107.963
WILCOX DISTRICT
A. G. ALDANA ROADMASTER
1.00
1.24
1.00
1.0 W
1.0 E.
10
25
2°30'
2°30'
92
113
46
43
112
39
SH 46
SH 47
N.

Table 1
San Pedro & Southwestern Railroad
Class and Weight of Rail by Location

Track	Milepost	Milepost	Distance (miles)	Curve (Degrees)	Rail Weight (#/yard)	Year Installed	Height New (inches)	Measured Height (inches)	Top Wear (inches)	Rail Class
Main	1,055.8	1,056.1	0.3	3	113	1953	6 13/16			Reroll
Main	1,056.1	1,056.6	0.5		113	1944	6 13/16	6 11/16	1/8	#1
Main	1,056.6	1,057.0	0.4	1.5	112	1939	6 5/8	6 5/16	5/16	Reroll
Main	1,057.0	1,057.3	0.3		113	1944	6 13/16	6 11/16	1/8	#1
Main	1,057.3	1,057.7	0.4	2	112	1939	6 5/8	6 5/16	5/16	Reroll
Main	1,057.7	1,057.8	0.1		113	1944	6 13/16	6 3/4	1/16	#1
Main	1,057.8	1,058.1	0.3	2	112	1939	6 5/8			Reroll
Main	1,058.1	1,058.5	0.4		113	1944	6 13/16			#1
Main	1,058.5	1,058.8	0.3	2	112	1939	6 5/8	6 7/16	3/16	Reroll
Main	1,058.8	1,059.2	0.4		113	1944	6 13/16	6 11/16	1/8	#1
Main	1,059.2	1,059.5	0.3	3	113	1953	6 13/16			Reroll
Main	1,059.5	1,060.2	0.7		113	1945	6 13/16			#1
Main	1,060.2	1,060.4	0.2	4	132	1952	7 5/16	6 7/8	7/16	Reroll
Main	1,060.4	1,061.3	0.9		113	1945	6 13/16	6 11/16	1/8	#1
Main	1,061.3	1,061.5	0.2	1.5	113	1945	6 13/16			#2
Main	1,061.5	1,062.9	1.4		113	1945	6 13/16			#1
Main	1,062.9	1,063.1	0.2	0.5	113	1945	6 13/16			#2
Main	1,063.1	1,063.5	0.4		113	1945	6 13/16			#1
Main	1,063.5	1,063.7	0.2	1.5	113	1945	6 13/16			#2
Main	1,063.7	1,063.9	0.2		113	1945	6 13/16			#1
Main	1,063.9	1,064.1	0.2	2.5	113	1945	6 13/16			Reroll
Main	1,064.1	1,065.5	1.4		113	1947	6 13/16			#1
Main	1,065.5	1,065.9	0.4	2	113	1945	6 13/16			#2
Main	1,065.9	1,066.1	0.2		119	1956	6 13/16	6 13/16	0	#1
Main	1,066.1	1,066.3	0.2	4	132	1950	7 5/16	6 15/16	3/8	Reroll
Main	1,066.3	1,066.6	0.3		119	1956	6 13/16	6 13/16	0	#1
Main	1,066.6	1,066.8	0.2	1	113	1946	6 13/16	6 11/16	1/8	#1
Main	1,066.8	1,068.4	1.6		113	1947	6 13/16			#1
Main	1,068.4	1,068.6	0.2	3.5	132	1950	7 5/16	6 7/8	7/16	Reroll
Main	1,068.6	1,068.7	0.1		113	1947	6 13/16			#1
Main	1,068.7	1,068.9	0.2	4.5	132	1947	7 5/16			Scrap
Main	1,068.9	1,069.3	0.4		113	1940	6 13/16	6 11/16	1/8	#1
Main	1,069.3	1,069.7	0.4	3.5	113	1953	6 13/16			Reroll
Main	1,069.7	1,070.0	0.3		113	1942	6 13/16			#1
Main	1,070.0	1,070.2	0.2	2	112	1939	6 5/8			#2
Main	1,070.2	1,070.5	0.3	1	113	1946	6 13/16	6 11/16	1/8	#1
Main	1,070.5	1,071.0	0.5		113	1945	6 13/16			#1
Main	1,071.0	1,071.3	0.3	3	119	1958	6 13/16	6 3/4	1/16	#1
Main	1,071.3	1,075.4	4.1		113	1948	6 13/16			#1
Main	1,075.4	1,075.7	0.3	3	113	1943	6 13/16			Reroll
Main	1,075.7	1,076.4	0.7		113	1948	6 13/16			#1
Main	1,076.4	1,076.7	0.3	0.5	113	1948	6 13/16			#1

Table 1
San Pedro & Southwestern Railroad
Class and Weight of Rail by Location

3

Track	Milepost	Milepost	Distance (miles)	Curve (Degrees)	Rail Weight (#/yard)	Year Installed	Height New (inches)	Measured Height (inches)	Top Wear (inches)	Rail Class
Main	1,076.7	1,077.7	1.0		113	1949	6 13/16	6 5/8	3/16	#1
Main	1,077.7	1,078.0	0.3	4	119	Unknown	6 13/16			Scrap
Main	1,078.0	1,078.4	0.4		113	1948	6 13/16	6 11/16	1/8	#1
Main	1,078.4	1,078.7	0.3	1.5	113	1943	6 13/16			#1
Main	1,078.7	1,078.9	0.2		113	1945	6 13/16			#1
Main	1,078.9	1,079.1	0.2	1.5	113	1945	6 13/16			#1
Main	1,079.1	1,079.5	0.4		113	1945	6 13/16			#1
Main	1,079.5	1,079.8	0.3	3	113	1943	6 13/16			Reroll
Main	1,079.8	1,080.1	0.3		113	1945	6 13/16			#1
Main	1,080.1	1,080.5	0.4	2.5	132	1944	7 5/16			Reroll
Main	1,080.5	1,080.7	0.2		113	1946	6 13/16			#1
Main	1,080.7	1,081.0	0.3	5	113	Unknown	6 13/16			Scrap
Main	1,081.0	1,081.1	0.1		112	Unknown	6 5/8			#2
Main	1,081.1	1,082.5	1.4		113	1948	6 13/16			#1
Main	1,082.5	1,082.8	0.3	2	113	1945	6 13/16			#2
Main	1,082.8	1,085.0	2.2		113	1948	6 13/16			#1
Main	1,085.0	1,085.3	0.3		113	SH	6 13/16			#2
Main	1,085.3	1,085.5	0.2		113	1947	6 13/16			#1
Main	1,085.5	1,086.0	0.5	2	132	SH	7 5/16	6 11/16	5/8	Scrap
Main	1,086.0	1,086.6	0.6		113	1947	6 13/16	6 3/4	1/16	#1
Main	1,086.6	1,086.8	0.2	2	113	1945	6 13/16			Reroll
Main	1,086.8	1,087.2	0.4		113	1950	6 13/16			#1
Main	1,087.2	1,087.4	0.2	2	132	1950	7 5/16	6 3/4	11/16	Scrap
Main	1,087.4	1,087.7	0.3		113	1944	6 13/16	6 5/8	3/16	#2
Main	1,087.7	1,088.1	0.4	2	132	1950	7 5/16	6 11/16	5/8	Reroll
Main	1,088.1	1,088.6	0.5		131	SH1948	7 1/8	6 13/16	5/16	Reroll
Main	1,088.6	1,088.8	0.2	3	132	1947	7 5/16	6 7/8	7/16	Scrap
Main	1,088.8	1,089.0	0.2		113	1947	6 13/16	6 1/2	5/16	Reroll
Main	1,089.0	1,089.2	0.2	2.5	113	1947	6 13/16			Reroll
Main	1,089.2	1,089.5	0.3		132	SH	7 5/16	6 7/8	7/16	Scrap
Main	1,089.5	1,089.6	0.1		131	SH	7 1/8			Reroll
Main	1,089.6	1,089.7	0.1	2	130	SH1955	6 13/16			Reroll
Main	1,089.7	1,090.1	0.4		132	SH1946	7 5/16			Reroll
Main	1,090.1	1,090.6	0.5	5	132	1950	7 5/16			Scrap
Main	1,090.6	1,090.7	0.1		130	SH	6 13/16			Reroll
Main	1,090.7	1,091.0	0.3	5	119	1957	6 13/16			Scrap
Main	1,091.0	1,091.4	0.4		130	SH1948	6 13/16			Reroll
Main	1,091.4	1,091.7	0.3	5	119	1957	6 13/16			Scrap
Main	1,091.7	1,092.1	0.4		131	SH1946	7 1/8			Reroll
Main	1,092.1	1,092.4	0.3	2	132	1941	7 5/16			Reroll
Main	1,092.4	1,092.7	0.3		113	1945	6 13/16			#1
Main	1,092.7	1,093.1	0.4	6	132	1946	7 5/16			Scrap

Table 1
San Pedro & Southwestern Railroad
Class and Weight of Rail by Location

Track	Milepost	Milepost	Distance (miles)	Curve (Degrees)	Rail Weight (#/yard)	Year Installed	Height New (inches)	Measured Height (inches)	Top Wear (inches)	Rail Class
Main	1,093.1	1,093.2	0.1		113	1947	6 13/16			#1
Main	1,093.2	1,093.5	0.3	5	132	1947	7 5/16			Scrap
Main	1,093.5	1,093.9	0.4		113	1944	6 13/16			#1
Main	1,093.9	1,094.1	0.2	2	113	1947	6 13/16			#2
Main	1,094.1	1,094.4	0.3		113	1945	6 13/16			#1
Main	1,094.4	1,094.6	0.2	3	132	1950	7 5/16			Reroll
Main	1,094.6	1,095.0	0.4		113	1954	6 13/16			#1
Main	1,095.0	1,095.2	0.2	4	132	1946	7 5/16			Scrap
Main	1,095.2	1,095.9	0.7		131	SH1946	6 13/16			Reroll
Main	1,095.9	1,096.2	0.3	3	132	1946	6 13/16			Reroll
Main	1,096.2	1,096.5	0.3		113	1944	6 13/16			#1
Main	1,096.5	1,096.9	0.4	2	132	1944	6 13/16			Reroll
Main	1,096.9	1,097.3	0.4	2	132	1944	6 13/16	6 3/4	1/16	Reroll
Side	1,085	West Wye	0.06	300	113					#2
Side	1,085	East Wye	0.06	300	90					Scrap
Side	1,085	Tail Track	0.38	2000	110					#2
Spur	1,096	Siding	0.27	1400	90					Reroll
TOTA			42.27							

Source: Hi-rail inspection of August 27, 1997 and SP&SW track chart .

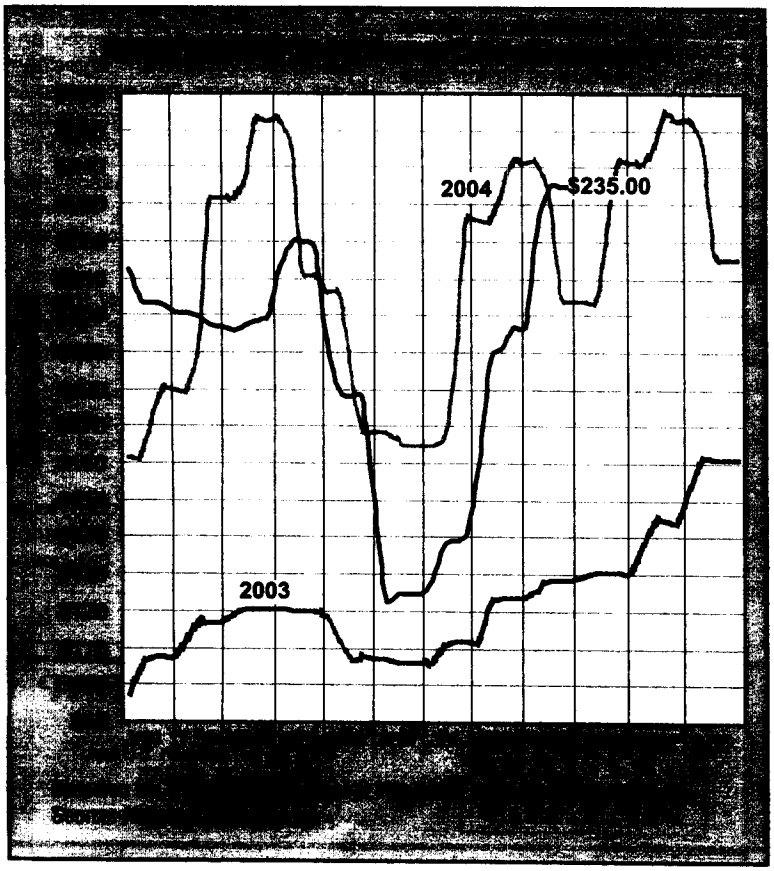
EXHIBIT D

SCRAP PRICES & VENDOR RAIL QUOTES

Scrap Steel Pricing

OTM, Rail & Re-Roller

American Metal Market



Electric furnace, 3' max.	240
Cut structural/plate, 4' max.	245
Stove plate	230

CHICAGO

No. 1 industrial heavy melt	285
Rail crops, 18" max.	356
Rerolling rails	315
Steel axles	265
Heavy forge bar crops	270
Stove plate	285
Punching & plate, 12" max.	340

AMM Scrap Iron & Steel Prices

Friday, September 23, 2005

Prices based on information received by AMM as of 11 a.m. Eastern time.

[illegible]

*Estimated domestic consumer buying prices in US$/gross ton; delivered mill price.

NO. 1 [illegible] MELT	[illegible]	[illegible]	245	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	230	235	230	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	....	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	225	....	[illegible]
No. 1 [illegible]	268-270	....	265	265(a)	248-250	265	290(a)	280	280	NA	280	NA	221-223	....
[illegible]	[illegible]	[illegible]	[illegible]	....	NA	[illegible]	NA	[illegible]	[illegible]	[illegible]	NA	175(a)	....	NA
No. 1 [illegible]eling	240	263-265	260	285	258-260	265	290	280	290-292	....	280	295	261-263	280
[illegible]	....	....	[illegible]	[illegible]	[illegible]	....	....	NA	[illegible]	....	....	....	....	....
Sh[illegible] auto scrap	270-272	260	275	275	265	265	265	265	268-270	157-159	260	275	240	305
[illegible]	140	[illegible]	[illegible]	[illegible]	....	....	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	....	[illegible]	[illegible]
Sh[illegible] turnings	NA	....	155	105(a)	....	....	NA	120	140	....	100	....	110	....
[illegible]	NA	....	[illegible]	[illegible]	....	....	....	....	....	NA	95	....	....	....
M[illegible]ings, turnings	NA	....	140	NA	....	....	....	....	....	95-97	....	....	....	....
[illegible]														
[illegible]	NA	[illegible]	[illegible]	....	....	[illegible]	NA	[illegible]	NA	NA	NA	....	NA	[illegible]
Cut [illegible]ural/plate, 3' max.	265	245	....	....	....	253-255	NA	260	270	....	260	....	....	....
[illegible], 5' max.	235	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	240	[illegible]	[illegible]	[illegible]	250	[illegible]	260	275
Foundry steel, 2' max.	150	....	245	190	200	210	....	245	140	....	....	240	....	....
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible](a)	[illegible]	[illegible]	NA	....	....	....	[illegible]
Clean [illegible] cast	250	235	315	270	290	....	....	290	230	....	....	....	....	....
[illegible] blocks	[illegible]	215	[illegible]	[illegible]	[illegible]	200	NA	[illegible]	[illegible]	....	....	....	....	....
Heavy [illegible]eakable cast	150	....	210	130	205	....	....	145	150	....	....	....	....	....
[illegible] machinery cast	....	[illegible]	[illegible]	[illegible]	[illegible]	....	....	[illegible]	[illegible]	[illegible]	....	....	290	300
NO. 1 [illegible] HEAVY MELT	235	235	265	[illegible]	....	245	....	[illegible]	[illegible]	165-167	250	260	....	....
[illegible]	....	270	[illegible]	[illegible]	....	....	....	[illegible]	[illegible]	....	....	....	....	....
R[illegible] rails	135	....	225	....	....	....	....	225	190	160-162	....	....	....	....
[illegible]	[illegible]	160	[illegible]	....	....	....	....	[illegible]	[illegible]	....	....	....	....	....
Other [illegible] material (OTM)	150	160	265	225	....	....	....	245	240	200-202	....	....	....	....
[illegible] CANS	....	....	[illegible]	[illegible]	[illegible]	....	....	[illegible]	[illegible]	....	....	....	....	....

(a) [illegible] price
NA [illegible] available
† [illegible] currency; in net tons

[illegible] STEEL SCRAP

[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	38-40	[illegible]	[illegible]	[illegible]	[illegible]	46-47
[illegible]	34-35	34-35	35-36	35-36	[illegible]	35-36	34-35	[illegible]	[illegible]	34-35	42-43
[illegible]	....	[illegible]	[illegible]	[illegible]	[illegible]	....	[illegible]	[illegible]	[illegible]	[illegible]	47-48
[illegible]	7.0-7.5	....	7.0-7.5	7.0-7.5	7.0-7.5	....	....	7.0-7.5	7.0-7.5		
[illegible] BUYING PRICES ($/gross ton)											
[illegible]	[illegible]	....	[illegible]	[illegible]	[illegible]	[illegible]	....	[illegible]	[illegible]		
[illegible]	....	....	1,000-1,025	1,000-1,025	1,000-1,025	1,000-1,025	....	1,000-1,025	[illegible]		
[illegible]	....	....	[illegible]	....	[illegible]	[illegible]	....	....	[illegible]		
[illegible]	....	....	240-250	....	....	....	....	....	240-250		
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		

STAINLESS CONSUMER BUYING PRICES ($/gross ton)

Pittsburgh

18-8 bundles, solids, clips	1,375-1,400
18-8 turnings	1,275-1,300
430 bundles, solids	350-360
430 turnings	310-320
409 bundles, solids	300-310
409 turnings	230-240

[illegible]

Relay Rail Pricing

3 Rail Vendor/Suppliers

Relay Rail
Material/Unit Price Quotes

Vendor #	Vendor	Rail Wt. Section	Material Price Net Ton	Shipping Net Ton	Total Price Net Ton
1	**Foster Rail Products**				
	Relay Rail (233 NT)	140#RE	$599	$35	$634
	Relay Rail (255 NT)	152#PS	$460	$35	$495
2	**Pohl Corporation**				
	Relay Rail #2 (256 NT) 9,984 LF	131#RE	$568		$568
3	**Wintrow Construction Co.**				
	Relay Rail #2 (520 NT) 12,000 LF	130#PS	$550	$35	$585

Quotation

Foster
Rail Products

A Division of L.B. FOSTER Company

Mailing Address
L.B. Foster Company
415 Holiday Drive
Pittsburgh, PA 15220
Phone: (412) 928-5600
Fax: (412) 928-3427

To: Ashland Railway
P.O. Box 1528
Mansfield, OH 44901
Attention: Don Cleland

Date: 04/11/2005
Phone: (419) 522-5642
Fax: (419) 522-1046
Re: Mansfield Rehab project
Quote #: PPIA 6BOFYZ

We are pleased to quote as follows:

Line #	Qty.	UOM	Description	Weight(+/-)	Sell Price / UOM	Ext. Price
1	233	NT	Relay 140# RE rail, drilled both ends, 3/16" to 1/4" top/side head wear, 39' lengths with std. shorts.	466000	$599.00 / NT	$139,567.00
2	255	NT	ALTERNATE: Relay 152# PS rail, drilled both ends, 3/16" to 1/4" top/side head wear, 39' lengths with std. shorts.	510000	$460.00 / NT	$117,300.00
3	260	PR	Relay 140# RE matching joint bars.	28600	$45.00 / PR	$11,700.00
4	260	PR	ALTERNATE: Relay 152# PS matching joint bars.	28600	$37.00 / PR	$9,620.00
5	10000	EA	Relay DSTP to fit a 140# RE (6") rail base. Shipped loose.	220000	$5.60 / EA	$56,000.00
6	10000	EA	ALTERNATE: Relay DSTP to fit a 152# PS (6-3/4") rail base. Shipped loose.	220000	$5.15 / EA	$51,500.00

FOB: Shipping Point - Freight Allowed via truck and / or railcar (L.B. Foster's choice) to nearest Ashland Railway rail siding.
TERMS: Net 30 days with credit approval.
SHIPMENT: Quoted from stock - subject to prior sale. Will be ready to ship late May / early June.
REMARKS: Material quoted is subject to prior sale.
Prices quoted do not include sales tax.
Any change in quantity may result in a price change.
Any change in delivery may result in a price change.
Unloading is for the account of others.

This quotation is subject to the conditions on the attached sheet and the terms hereof shall constitute the exclusive agreement of the parties and all conflicting or additional terms in Buyer's purchase order or any other such documents of Buyer shall have no force or effect.

Accepted this _____ day of _____ 200__

By. _____ (Customer Name)

_____ (Signed)

L. B. FOSTER COMPANY

By _____

Philip Pietrandrea
ppietrandrea@lbfosterco.com

POHL CORPORATION

PO Box 13613 Reading, PA 19612
800-554-0554x125 / 610-926-5400x125 fax 610-926-1897
Ron Donten, Account Executive, E-Mail: rdonten@pohlcorp.com

Sales Order/Quotation

Quotation No. 5180R1

We are pleased to quote the following items subject to prior sale.

DATE: April 4, 2005

Customer #:	PA0730	Customer PO#:	

Customer Name: Address: City, State & Zip	Ash and Railway 885 Bowman Street Mansfield, OH 44903	Ship to: Name, Address, City, State & Zip	Same
Contact:	Don Cleland	Contact:	
Phone:	419-522-5642	Phone:	
Fax:	419-522-1046		
Customer e-mail		POHL SALESPERSON	Ron Donten

Ship Via:	Flatbed (Prepaid)	Terms:	Net 30 Days	FOB: Delivered

Item Number	PC	QTY	U/M	TAX	Description	Unit Price	Ext Price
					9984 LF # 2 Relay 131RE		
	0V	256	EA		Rail, Relay, 131RE, 39' Long, Drilled 2-1/2x 6-1/2x 6-1/2	$567.72	$145,336.32
	2.18	~~256~~	NT		# 2		
	0X	256	PR		Jointbars, Relay, FT, for 131RE	$38.00	$9,728.00
	25	6000	EA		Tie Plates, Relay, DS, 7-3/4"x 14", 8-Hole	$6.35	$38,100.00
					Note: Material Prices are based on full truckloads		
					If quanities change I will have to re-adjust pricing.		
					Material based on avilablity at time of order.		
					ThanK You For Your Inquiry " Don "		

SHIP DATES	FREIGHT RATES	TEW	Total Order:	$193,164.32
2 to 3 Weeks ARO	Included in Material	603,408 Lbs		

(Signature Required) Ron Donten

Wintrow Construction Corp.

673 Norton Ave. Barberton, Ohio 44203 Tele: (330) 753-2983

4/4/05

Don Cleland, General Manager Fax (419) 522-1046

Ashland Railway Railport Project

Yard Tracks Material Quote

	Quant.	Unit	Pr. Unit	Total
Rail: (12,000 lf) 130#PS Section. 33 ft. to 39 ft.	520	Net Tons	$550.00	$286,000.00
Joint Bars: Six and four hole	348	Ea.	$25.00	$8,700.00
Tie Plates: Double shoulder, 7 3/4 x 12	6,800	Ea.	$5.50	$39,100.00

Does not include freight cost (Estimated at $35.00 per NT)

All Prices are FOB Indiana, Pa., Supplier is Kovalchick Corp.

The above prices are exactly as quoted to me by Nathan Kovalchick and contain NO markups

EXHIBIT E

QUALIFICATIONS OF APPRAISER

KENNETH D. YOUNG
DIRECTOR OF RAIL VALUATION SERVICES
PROFESSIONAL QUALIFICATIONS

EXPERIENCE

Mr. Young is the owner and Director of Rail Valuation Services for Kenneth Young & Associates. His responsibilities include review and technical appraisal for valuation studies of track structure, real estate, and rolling stock/maintenance-of-way equipment. In addition to the technical aspects he is responsible for all inquiries regarding governmental or other judicial reviews of railroad appraisal issues.

Mr. Young's work history includes over twenty-five years experience in the construction and real estate valuation industry. This experience includes construction cost estimating, supervising construction projects, and appraisal of real estate and track structure for Class 1 railroads, regional railroads and short line operators. Engagements include appraising railroad rights-of-way for donation purposes, estimating net liquidation values for STB abandonment proceedings, and determination of market value of branch lines regarding their sale to short line operators. Other appraisal engagements include replacement cost studies for track infrastructure and testimony regarding valuation issues for railroad bankruptcy proceedings. Mr. Young has appraised over 25,000 miles of right-of-way.

PREVIOUS EXPERIENCE

Prior to forming Kenneth Young & Associates, Mr. Young was employed as National Manager Rail Appraisal for the Chicago based Lloyd-Thomas Company. Prior to the Lloyd-Thomas Company, Mr. Young was employed for six years by Ernst & Young LLP as a Senior Manager - Real Estate Services. Prior to Ernst & Young, Mr. Young was for twelve years, Vice-President - Engineering Services for Val-Tech Associates, a national valuation/appraisal firm.

EDUCATION

Construction Engineering
Purdue University 1972

R.S. Means Company, Inc.
Computerized Cost Estimating

Wilson Management Group
Construction Claims & Delays

RCON Services
Understanding Track Structure

PROFESSIONAL MEMBERSHIPS

Member, American Association of Cost Engineers (AACE) #2371
Member, American Railway Engineering & Maintenance of Way Association (AREMA)
Member, International Association of Right-of-Way Appraisers, (IRWA) #3667
Member, Rails to Trails Conservancy #01964899
Member, American Railway Development Association (ARDA)

Representative Engagements

The Ann Arbor Railroad (1988)
Valuation of r-o-w including track structure & real estate for purchase price allocation. Ann Arbor, Michigan to Toledo, Ohio. Approx 60 miles of operating railroad.

Minnesota Transfer Railway (1988)
Valuation of real estate & track structure for dissident shareholder action. St. Paul, MN. 40 miles of operating railroad.

The LaSalle Bank, Surface Transportation Group, Chicago, IL. (1996 - 2005)
Valuation of track structure for asset based financing. Net Liquidation Values (NLV) for multiple short line rail operators in U.S. and Canada. Over 2,000 miles of r-o-w.

Norfolk Southern Corporation (1986)
Valuation of railroad bridges for donation purposes to the Virginia Dept. Conservation. New River, Virginia, Pulaski County, 60 bridges over 62 miles of r-o-w.

Denver, Rio Grande, & Western and the Southern Pacific Railroad. (1988)
Appraisal of real estate & track structure for the Peninsula Branch, San Fran to San Jose, CA. 60 miles of operating r-o-w.

Sante Fe Pacific Railroad (1983)
Engineering analysis of M-O-W gang labor for time/motion studies regarding tie insertion and removal rates. Western U.S.

The SOO Line (1988)
Surplus property inventory of non-operating properties in Illinois, Wisconsin, North/South Dakota & Montana Over 2,000 miles of r-o-w inspected and inventoried.

Genesee & Wyoming, Inc. (2001)
Fair market appraisal of the fixed assets for the South Buffalo Railway Co., acquisition and purchase price allocation of fixed assets. Lackawanna, New York. - 52 track miles.

Union Pacific Railroad (1987)
Real estate appraisal of 41 branch lines in MO, TX, KS, ID, CA, NM, LA, & AZ. Line disposition program. 1,900 miles of r-o-w.

North American RailNet (2000)
Determination of Net Liquidation Values of real estate and track structure for STB line abandonment purposes. Camas Prairie Railroad Second Subdivision. Lewiston, Idaho. 66 miles

Chicago SouthShore & South Bend Freight Railroad (2002)
Valuation of real estate and bridge structure for recreational trail donation purposes to Michigan City, Indiana

City of Wisconsin Rapids, Wisconsin (2003)
Appraisal of Wisconsin Central Ltd., former SOO line railroad right-of-way for use as a recreational/bike trail.

Illinois Central Railroad (1988)
System track asset valuation for allocation of purchase price to track structure, real estate, and rolling stock. 2,800 miles of r-o-w.

Union Pacific/MKT Railroad (1987)
System valuation for allocation of purchase price to track structure, real estate, and rolling stock. 9,000 miles of r-o-w.

CN/Illinois Central Railroad (2001)
Valuation of r-o-w easement for oil pipeline crossing purposes. Effingham, Illinois

Representative Engagements

Canadian National/ Chicago, Central & Pacific Railroad (2003)
Appraisal of a former rail yard land parcel located in Galena, Illinois. Determination of Market Value in a condemnation proceeding by the city.

Belt Railway Company of Chicago (2002)
Appraisal of a segment of an operating rail yard located in Chicago, adjacent to Midway Airport. Determination of Market Value for use in a sale/purchase agreement with the City of Chicago.

Canadian National / Wisconsin Central RR
Appraisal of over 25 segments of railroad rights-of-way located within the State of Wisconsin. Assets include land, earthwork, and bridges for use within a recreational trail scenario. Over 600 miles of r-o-w valued. (1996 - 2004)

Montreal, Maine & Atlantic Railway, Ltd. Bangor, Maine (2005)
Appraisal for NLV purposes of 260 miles of track structure and real estate for bank financing purposes. Province of Quebec, Canada.

Canadian National / Illinois Central RR
Appraisal of 60 miles of r-o-w located in a three county area east of Natchez, Mississippi. Determination of NLV for land in a petition to abandon before the STB. (2005)

Canadian Pacific Railroad (2003)
Appraisal of former railroad r-o-w located in Libertyville, Illinois. Determination of market value for sale/purchase negotiations with a private buyer.

OmniTrax (2001)
Appraisal of two segments of former railroad right-of-way (12 miles and 30 miles) located in within the State of Kansas. Donation of one corridor to City of Wichita and one to the State for use as a recreational trail.

Ironhorse Resources, Inc. (2004)
Appraisal of the Mississippi-Tennessee Railway segment for STB abandonment purposes. Net Liquidation Value appraisal of real estate. 3 county area, from Houston to New Albany, Mississippi. 40 miles

National City Bank - Cleveland, Ohio
Appraisal of the Ashland Railway Co.'s track structure, 35 miles of r-o-w between Mansfield and West Salem, Ohio. Rail and Ties only, for asset based loan collateral purposes. (2005)

The Trust for Public Land
Appraisal of the St. Louis Terminal Railroad "elevated bridge line" for use as a recreational trail.

Bridge Inspection Report

- 2005 –

SAN PEDRO & SOUTHWESTERN RAILWAY

Main Line

Benson to Forrest, Arizona

Ex. I



Osmose®

Osmose

June 6, 2005

Bridge Inspection Report

SAN PEDRO & SOUTHWESTERN RAILWAY

Main Line

INTRODUCTION

During the week of May 9th of 2005, a bridge inspection was performed for the San Pedro & Southwestern Railway. Eighty-three structures comprised of timber, steel and concrete were inspected on the Main Line between Benson and Forrest, Arizona. This inspection was performed by Greg Grumke, Bridge Inspector/Engineer and Kevin Trickle, Bridge Inspector of Osmose Railroad Services, Inc. The purpose of this inspection was to identify structural deficiencies within the bridges and to determine the extent of internal decay in the timber members.

This report summarizes the defects found, describes our inspection techniques and provides a prioritized listing of repair recommendations. Individual inspection reports are included for each structure. For your reference, we have also provided you with our timber boring records for each bridge inspected. These boring records illustrate the cross sectional boring data taken at sampled locations on the timber trestles.

SUMMARY OF FINDINGS

In general, the bridges inspected were found to be in fairly good condition. The inspection did reveal varying degrees of decay deterioration in some of the timber members. The most immediate concern is the Priority 2 & 3 repairs.

Our recommended priority rating is a measure of the level of importance associated with repairing defective members or conditions found at the time of the inspection. An explanation of this priority system can be found on page 3 of this report as well as on the blue sheets included with the priority listings. Dimensions of all members shown in the inspection records should be field verified before commencing repairs.

Osmose Railroad Services, Inc.
4546 Tompkins Drive • P.O. Box 8276 • Madison, WI 53708-8276
608-221-2292 • 800-356-5952 • Fax 608-221-0618

INSPECTION

Bents are numbered from decreasing mileage to increasing mileage, starting with Bent 1. Piles are numbered facing increasing mileage from left to right.

Several inspection techniques were utilized during this inspection:

Visual - A visual survey of all timber, steel and concrete components and their surrounding areas was conducted on each bridge.

Hammer Sounding - Areas along the perimeter of the timber caps, piles and stringers were hammer sounded to help ascertain the presence of internal decay voids.

Boring - Drilling 3/8" diameter holes in suspect areas of decay at locations found suspicious during hammer sounding and at various bearing areas of the caps, piles, stringers and sills. These holes were inspected, using a shell and void indicator, to confirm the presence of internal decay and evaluate the remaining sound wood. The inspection holes were plugged with a treated wooden dowel.

Particular attention was paid to decay vulnerable areas such as the groundline, waterline, brace bolt connections and bearing areas of the members. The size and location of internal voids were recorded, along with any visual observations. Concrete and steel bridges were examined in areas which commonly develop structural deficiencies, such as bearing areas and connection points.

This inspection used subjective inspection techniques and also relied heavily upon human judgment. It is possible that some deficiencies may not have been discovered. However, we are confident that all of the critical visible defects and critical internal wood fiber deterioration have been found. This inspection did not include underwater members, excavation of buried members or a rating of the structures.

Substandard timber components are classified as REJECT or POSSIBLE REJECT. A "reject" is defined as a timber component that has either failed, been damaged, or decayed to the point where it can no longer safely carry the load to which it is being subjected. A "possible reject" refers to a timber component not decayed or damaged sufficiently to be classified as a reject, but is deteriorated enough to be considered for replacement.

RECOMMENDATIONS

In the following three sections of this report (*Recommended Repairs by Bridge, Recommended Repairs by Priority,* and the *Summary Inspection Sheets),* we have outlined our repair recommendations.

Our priority rating system is a measure of the level of importance associated with repairing defective members or conditions found at the time of the inspection. Substandard conditions that are left unchecked can become worse over time and could lead to other structural problems. **Osmose strongly recommends that Priority 1 repairs be made immediately and Priority 2 repairs be accomplished as soon as possible.**

The priority ratings are as follows:

PRIORITY 1 - **Emergency**. Stop operation over structure and perform repairs immediately. *No items were found during this inspection that required Priority 1 repairs.*

PRIORITY 2 - Condition is unsafe and could cause failure at any time. Repair as soon as possible. Condition must be monitored continually until repairs have been completed.

PRIORITY 3 - Condition could become unsafe and should be monitored frequently. Repair in the near future.

PRIORITY 4 - Condition is substandard and should be monitored. Condition may require repairs within 1 to 5 years.

PRIORITY 5 - Either no defects or only minor defects were found. Repairs not recommended at this time, but condition of structure should be monitored.

Recommendations and priorities are based on conditions present at the time of this inspection, utilizing industry standards and information made available to us by the Owner. They are based on defects found that may limit the original capacity of the structure. No rating of the structure has been performed. Conditions and standards can and do change, so frequent re-inspection and evaluation is recommended. For whatever reasons if only ***partial*** *Priority 1, 2 and 3 recommended repairs are made to any one or all bridges listed in that category, Osmose accepts no liability. Bridge components are interactive with each other structurally; therefore, substandard members can affect the overall structural integrity of a bridge.*

RECOMMENDATIONS *(continued)*

Internal and Groundline Preservative Treatment

All of the timber bridges that contain over 20% decay should be in-place preservatively treated to control the existing decay and help reduce costly future repairs. Once decay is established, it continues to grow at an accelerated rate, subsequently leading to substantial section loss and eventual failure. Service records to date have shown that in-place preservative treatment is effective in controlling decay and prolonging the life of timber structures.

Osmose®

San Pedro & Southwestern Railway
BRIDGE LIST

LINE: Main Line

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
0.00 Wye	Benson	AZ	0.00	1	2	Box Culvert						20.0	10.0	1.0
0.08 Main	Benson	AZ	0.08	1	2	BDPT	3					28.0	14.0	7.0
0.55	Benson	AZ	0.55	1	2	ODPT	3					28.0	14.0	3.0
1.07	Benson	AZ	1.07	1	2	ODPT	3					28.0	14.0	0.0
1.75	Benson	AZ	1.75	1	4	ODPT	5					60.0	14.0	5.0
2.12	Benson	AZ	2.12	1	2	ODPT	3					28.0	14.0	2.0
2.35	Benson	AZ	2.35	1	2	BDPT	3					28.0	14.0	1.0
2.86	Benson	AZ	2.86	1	2	BDPT	3					28.0	14.0	5.0
3.27	Benson	AZ	3.27	1	2	ODPT	3					28.0	14.0	7.0
3.70	Benson	AZ	3.70	1	2	ODPT	3					28.0	14.0	5.0
3.90	Benson	AZ	3.90	1	2	ODPT	3					28.0	14.0	4.0
4.43	Curtiss	AZ	4.43	1	1	ODPT	2					14.0	14.0	1.0
5.32	Curtiss	AZ	5.32	1	7	ODPT	8					98.0	14.0	13.0
5.70	Curtiss	AZ	5.70	1	3	ODPT	4					42.0	14.0	5.0
6.91	Curtiss	AZ	6.91	1	3	ODPT	4					42.0	14.0	12.0
7.58	Curtiss	AZ	7.58	1	1	ODPT	2					14.0	14.0	2.0
7.70	Curtiss	AZ	7.70	1	6	ODPT/ODFT	7					84.0	14.0	5.0
8.1	Curtiss	AZ	8.10	1	4	ODPT	5					56.0	14.0	1.0
9.97	Cecil Wash	AZ	9.97	1	3	ODPT	4					42.0	14.0	1.5
10.44	Cecil Wash	AZ	10.44	1	1	Beam Span				2		23.0	23.0	9.0
11.3	Cecil Wash	AZ	11.30	1	11	ODPT	12				1904	152.0	14.0	24.0
11.78	Cecil Wash	AZ	11.78	1	5	Concrete Tub	6					150.0	30.0	20.0
12.96	Cecil Wash	AZ	12.96	1	1	ODFT	2					14.0	14.0	5.0
13.52	Cecil Wash	AZ	13.52	1	5	ODPT	6					70.0	14.0	4.0
13.77	Cecil Wash	AZ	13.77	1	3	BDPT	4					42.0	14.0	22.0
14.16	Ironhorse Jct.	AZ	14.16	1	4	BDPT	5					56.0	14.0	14.0
14.67	Ironhorse Jct.	AZ	14.67	1	3	ODPT	4					42.0	14.0	10.0
16.23	Ironhorse Jct.	AZ	16.23	1	4	BDPT	5					56.0	14.0	14.0
18.10	Ironhorse Jct.	AZ	18.10	1	4	DPG			3	2		350.0	88.0	40.0
18.70	Fairbank	AZ	18.70	1	9	Concrete Slab			8	2		110.0	12.0	10.0
18.82	Fairbank	AZ	18.82	1	9	Concrete Slab			8	2		110.0	12.0	8.0
18.94	Fairbank	AZ	18.94	1	9	Concrete Slab			8	2		110.0	12.0	9.0
20.14	Fairbank	AZ	20.14	1	4	Concrete Slab			3	2		50.0	12.0	7.0
21.10	Fairbank	AZ	21.10	1	5	Concrete Slab			4	2		62.0	12.0	10.0
21.75	Fairbank	AZ	21.75	1	2	Concrete Slab			1	2		28.0	14.0	6.0
23.7	Charleston West	AZ	23.70	1	6	Concrete Slab			5	2		74.0	12.0	
25.7	Charleston East	AZ	25.70	1	1	Concrete Arch								
27.9	Charleston East	AZ	27.90	1	9	Concrete Slab			8	2		110.0	12.0	12.0
30.2	Lewis Springs	AZ	30.20	1	1	Concrete Slab				2	1926	14.0	14.0	6.0

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San Pedro & Southwestern Railway
BRIDGE LIST

LINE: Main Line

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
30.45	Lewis Springs	AZ	30.45	1	6	BDPT	7					84.0	14.0	6.0
31.0	Lewis Springs	AZ	31.00	1	10	Concrete Slab			9	2		142.0	14.0	9.0
31.2	Lewis Springs	AZ	31.20	1	3	BDPT	4					42.0	14.0	7.0
31.7	Lewis Springs	AZ	31.70	1	3	BDPT	4					42.0	14.0	6.0
32.3	Lewis Springs	AZ	32.30	1	1	Concrete Arch								15.0
32.9	Lewis Springs	AZ	32.90	1	1	BDPT	2					14.0	14.0	2.0
33.8	Lewis Springs	AZ	33.80	1	3	BDPT	4					42.0	14.0	9.0
34.6	Lewis Springs	AZ	34.60	1	3	BDPT	4					42.0	14.0	4.0
35.4	Hereford	AZ	35.40	1	11	BDPT	12				1937	154.0	14.0	8.0
36.3	Hereford	AZ	36.30	1	3	BDPT	4					42.0	14.0	3.0
36.95	Hereford	AZ	36.95	1	6	WSB	7				1929	84.0	14.0	
37.8	Hereford	AZ	37.80	1	3	BDPT	4					42.0	14.0	2.0
38.2	Hereford	AZ	38.20	1	8	BDPT	9					112.0	14.0	7.0
38.7	Hereford	AZ	38.70	1	5	BDPT	6					70.0	14.0	4.0
40.0	Hereford	AZ	40.00	1	5	WSB	6				1930	75.0	15.0	8.0
40.5	Hereford	AZ	40.50	1	2	BDPT	3					28.0	14.0	4.0
40.9	Hereford	AZ	40.90	1	6	BDPT	7					84.0	14.0	16.0
41.9	Hereford	AZ	41.90	1	2	WSB	3				1934	30.0	15.0	9.0
42.5	Hereford	AZ	42.50	1	2	BDPT	3					28.0	14.0	7.0
43.3	Hereford	AZ	43.30	1	5	BDPT	6				1936	70.0	14.0	15.0
44.5	Hereford	AZ	44.50	1	3	BDPT	4					42.0	14.0	3.0
45.7	Hereford	AZ	45.70	1	4	WSB	5					60.0	15.0	7.0
46.4	Naco	AZ	46.40	1	2	BDPT	3					28.0	14.0	5.0
46.9	Naco	AZ	46.90	1	3	BDPT	4					42.0	14.0	5.0
47.3	Naco	AZ	47.30	1	3	BDPT	4					42.0	14.0	5.0
47.75	Naco	AZ	47.75	1	1	Concrete Tub				2		30.0	30.0	9.0
48.4	Naco	AZ	48.40	1	3		4					42.0	14.0	2.0
48.9	Naco	AZ	48.90	1	4	BDPT	5					56.0	14.0	2.0
49.1	Naco	AZ	49.10	1	4	BDPT	5					56.0	14.0	6.0
49.5	Naco	AZ	49.50	1	2	BDPT	3				1940	28.0	14.0	5.0
50.3	Naco	AZ	50.30	1	3	TPG			2	2	1928	123.0	41.0	10.0
51.4	Naco	AZ	51.40	1	2	Concrete Tub	3					75.0	37.5	18.0
52.6	Naco	AZ	52.60	1	3	BDPT	2			2		50.0	16.0	10.0
52.9	Naco	AZ	52.90	1	5	BDPT	6					70.0	14.0	8.0
53.3	Naco	AZ	53.30	1	2	Concrete Arch								18.0
58.8	Bisbee Jct.	AZ	58.80	1	1	Concrete Arch								
59.1	Bisbee Jct.	AZ	59.10	1	4	BDPT	5					56.0	14.0	6.0
60.8	Bisbee Jct.	AZ	60.80	1	1	Concrete Arch					1917			
62.47	Forrest	AZ	62.47	1	6	WSB	7					90.0	15.0	8.0
62.59	Forrest	AZ	62.59	1	3	WSB	4					45.0	15.0	9.0
65.44	Forrest	AZ	65.44	1	4	WSB	5					60.0	15.0	7.0
66.41	Forrest	AZ	66.41	1	5	ODPT/OD FT	6					70.0	14.0	11.0

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San Pedro & Southwestern Railway
BRIDGE LIST

LINE: Main Line

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
67.58 Main	Forrest	AZ	67.58	1	3	BDPT	4					42.0	14.0	2.0
67.58 Siding	Forrest	AZ	67.58	1	3	ODPT/OD FT	4					42.0	14.0	2.0

[redacted] [redacted] [redacted] [redacted] [redacted] [redacted] [redacted] [redacted] [redacted] [redacted] [redacted] [redacted] [redacted] [redacted] [redacted] [redacted] [redacted] [redacted] [redacted] [redacted]

San Pedro & S[redacted]vestern Railway

Bridge	Location	Mile Post	Bts	Pier	Subj	Max Hgt	Type	Crsd	Plng Yr	Date Comp	Plng A DK	Plng E DK	Plng AX	Plng EX	Plng A GL	Plng E GL	Str Spans	Str Data	Acc	Remarks
0.08 Main	Benson, AZ	.08	3	0	Y	7	BDPT	T-05	0		0.0	44.0	0.0	6.0	0	0	24		T	
0.55	Benson, AZ	.55	3	0	D	3	ODPT	T-05	0		0.0	14.0	0.0	0.0	0	0	16		T	Not Enough Decay
1.07	Benson, AZ	1.07	3	0	D	0	ODPT	T-05	0		0.0	10.0	0.0	0.0	0	0	16		T	(Low Bridge)
1.75	Benson, AZ	1.75	5	0	Y	5	ODPT	T-05	0		0.0	30.0	0.0	12.0	0	0	0		T	
2.12	Benson, AZ	2.12	3	0	D	2	ODPT	T-05	0		0.0	10.0	0.0	0.0	0	0	0		T	Not Enough Decay
2.35	Benson, AZ	2.35	3	0	D	1	BDPT	T-05	0		0.0	10.0	0.0	0.0	0	0	0		R	Bents Buried
2.86	Benson, AZ	2.86	3	0	Y	5	BDPT	T-05	0		0.0	32.0	0.0	0.0	0	0	20		R	
3.27	Benson, AZ	3.27	3	0	D	7	ODPT	T-05	0		0.0	10.0	0.0	0.0	0	0	16		R	Not Enough Decay
3.70	Benson, AZ	3.70	3	0	D	5	ODPT	T-05	0		0.0	10.0	0.0	0.0	0	0	16		R	Not Enough Decay
3.90	Benson, AZ	3.90	3	0	Y	4	ODPT	T-05	0		0.0	27.0	0.0	13.0	0	0	16		R	
4.43	Curtiss, AZ	4.43	2	0	D	1	ODPT	T-05	0		0.0	10.0	0.0	0.0	0	0	0		R	Low Bridge
5.32	Curtiss, AZ	5.32	8	0	Y	13	ODPT	T-05	0		0.0	25.0	0.0	2.0	0	0	56		R	
5.70	Curtiss, AZ	5.70	4	0	D	5	ODPT	T-05	0		0.0	10.0	0.0	0.0	0	0	0		R	Not Enough Decay

Bridge	Location	Mile Post	Bts	Pier	Subj	Max Hgt	Type	Crsd	Plng Yr	Date Comp	Plng A DK	Plng E DK	Plng AX	Plng EX	Plng A GL	Plng E GL	Str Spans	Str Data	Acc	Remarks
6.91	Curtiss, AZ	6.91	4	0	D	12	ODPT	T-05	0		0.0	14.0	0.0	0.0	0	0	24		R	Not Enough Decay
7.58	Curtiss, AZ	7.58	2	0	D	2	ODPT	T-05	0		0.0	10.0	0.0	0.0	0	0	8		R	Low Bridge
7.70	Curtiss, AZ	7.70	7	0	D	5	ODPT/ ODFT	T-05	0		0.0	10.0	0.0	2.0	0	0	0		R	Not Enough Decay
8.1	Curtiss, AZ	8.10	5	0	D	1	ODPT	T-05	0		0.0	10.0	0.0	0.0	0	0	0		R	Very Low Bridge
9.97	Cecil Wash, AZ	9.97	4	0	D	2	ODPT	T-05	0		0.0	10.0	0.0	0.0	0	0	24		R	Not Enough Decay
11.3	Cecil Wash, AZ	11.30	12	0	R	24	ODPT	T-05	0		0.0	90.0	0.0	29.0	0	0	88		R	High Reject %
12.96	Cecil Wash, AZ	12.96	2	0	D	5	ODFT	T-05	0		0.0	10.0	0.0	0.0	0	0	8		R	Not Enough Decay
13.52	Cecil Wash, AZ	13.52	6	0	D	4	ODPT	T-05	0		0.0	10.0	0.0	0.0	0	0	40		R	Not Enough Decay
13.77	Cecil Wash, AZ	13.77	4	0	D	22	BDPT	T-05	0		0.0	16.0	0.0	0.0	0	0	30		R	Not Enough Decay
14.16	Ironhorse Jct., AZ	14.16	5	0	Y	14	BDPT	T-05	0		0.0	28.0	0.0	16.0	0	0	40		R	
14.67	Ironhorse Jct., AZ	14.67	4	0	D	10	ODPT	T-05	0		0.0	10.0	0.0	0.0	0	0	24		R	Not Enough Decay
16.23	Ironhorse Jct., AZ	16.23	5	0	D	14	BDPT	T-05	0		0.0	10.0	0.0	0.0	0	0	0		R	Not Enough Decay
30.45	Lewis Springs, AZ	30.45	7	0	D	6	BDPT	T-05	0		0.0	14.0	0.0	4.0	0	0	72		R	Not Enough Decay

Bridge	Location	Mile Post	Bts	Pier	Subj	Max Hgt	Type	Crsd	Plng Yr	Date Comp	Plng A DK	Plng E DK	Plng AX	Plng EX	Plng A GL	Plng E GL	Str Spans	Str Data	Acc	Remarks
31.2	Lewis Springs, AZ	31.20	4	0	D	7	BDPT	T-05	0		0.0	10.0	0.0	3.0	0	0	42		R	Not Enough Decay
31.7	Lewis Springs, AZ	31.70	4	0	D	6	BDPT	T-05	0		0.0	10.0	0.0	0.0	0	0	42		R	Not Enough Decay
32.9	Lewis Springs, AZ	32.90	2	0	D	2	BDPT	T-05	0		0.0	10.0	0.0	0.0	0	0	14		R	Not Enough Decay
33.8	Lewis Springs, AZ	33.80	4	0	D	9	BDPT	T-05	0		0.0	14.0	0.0	0.0	0	0	42		R	Not Enough Decay
34.6	Lewis Springs, AZ	34.60	4	0	Y	4	BDPT	T-05	0		0.0	18.0	0.0	3.0	0	0	42		R	
35.4	Hereford, AZ	35.40	12	0	D	8	BDPT	T-05	0		0.0	14.0	0.0	1.0	0	0	132		R	Not Enough Decay
36.3	Hereford, AZ	36.30	4	0	Y	3	BDPT	T-05	0		0.0	20.0	0.0	7.0	0	0	42		R	
37.8	Hereford, AZ	37.80	4	0	D	2	BDPT	T-05	0		0.0	10.0	0.0	0.0	0	0	42		R	Not Enough Decay
38.2	Hereford, AZ	38.20	9	0	D	7	BDPT	T-05	0		0.0	12.0	0.0	0.0	0	0	96		R	Not Enough Decay
38.7	Hereford, AZ	38.70	6	0	D	4	BDPT	T-05	0		0.0	12.0	0.0	0.0	0	0	60		R	Not Enough Decay
40.5	Hereford, AZ	40.50	3	0	D	4	BDPT	T-05	0		0.0	12.0	0.0	0.0	0	0	28		R	Not Enough Decay
40.9	Hereford, AZ	40.90	7	0	Y	16	BDPT	T-05	0		0.0	26.0	0.0	4.0	0	0	72		R	
42.5	Hereford, AZ	42.50	3	0	D	7	BDPT	T-05	0		0.0	14.0	0.0	0.0	0	0	28		R	Not Enough Decay

Bridge	Location	Mile Post	Bts	Picr	Subj	Max Hgt	Type	Crsd	Plng Yr	Date Comp	Plng A DK	Plng E DK	Plng AX	Plng EX	Plng A GL	Plng E GL	Str Spans	Str Data	Acc	Remarks
43.3	Hereford, AZ	43.30	6	0	D	15	BDPT	T-05	0		0.0	10.0	0.0	0.0	0	0	60		R	Not Enough Decay
44.5	Hereford, AZ	44.50	4	0	D	3	BDPT	T-05	0		0.0	14.0	0.0	3.0	0	0	42		R	Not Enough Decay
46.4	Naco, AZ	46.40	3	0	D	5	BDPT	T-05	0		0.0	10.0	0.0	0.0	0	0	28		R	Not Enough Decay
46.9	Naco, AZ	46.90	4	0	D	5	BDPT	T-05	0		0.0	14.0	0.0	3.0	0	0	42		R	Not Enough Decay
47.3	Naco, AZ	47.30	4	0	D	5	BDPT	T-04	0		0.0	14.0	0.0	3.0	0	0	42		R	Not Enough Decay
48.4	Naco, AZ	48.40	4	0	D	2	BDPT	T-05	0		0.0	10.0	0.0	3.0	0	0	42		R	Not Enough Decay
48.9	Naco, AZ	48.90	5	0	D	2	BDPT	T-05	0		0.0	10.0	0.0	0.0	0	0	48		R	Not Enough Decay
49.1	Naco, AZ	49.10	5	0	D	6	BDPT	T-05	0		0.0	65.0	0.0	35.0	0	0	48		R	High Reject %
49.5	Naco, AZ	49.50	3	0	D	5	BDPT	T-05	40		0.0	10.0	0.0	0.0	0	0	28		R	Not Enough Decay
52.6	Naco, AZ	52.60	2	0	D	10	BDFT	T-05	29		0.0	10.0	0.0	0.0	0	0	0	Steel	R	Not Enough Decay
52.9	Naco, AZ	52.90	6	0	Y	8	BDPT	T-05	0		0.0	27.0	0.0	3.0	0	0	60		R	
59.1	Bisbee Jct., AZ	59.10	5	0	Y	6	BDPT	T-05	0		0.0	20.0	0.0	6.0	0	0	48		R	
66.41	Forrest, AZ	66.41	6	0	D	11	ODPT/ ODFT	T-05	31		0.0	10.0	0.0	0.0	0	0	60		R	Not Enough Decay

Bridge	Location	Mile Post	Bts	Pier	Subj	Max Hgt	Type	Crsd	Plng Yr	Date Comp	Plng A DK	Plng E DK	Plng AX	Plng EX	Plng A GL	Plng E GL	Str Spans	Str Data	Acc	Remarks
67.58 Main	Forrest, AZ	67.58	4	0	D	2	BDPT	T-05	0		0.0	10.0	0.0	0.0	0	0	42		R	Not Enough Decay
67.58 Siding	Forrest, AZ	67.58	4	0	D	2	BDPT	T-05	0		0.0	14.0	0.0	2.0	0	0	42		R	Not Enough Decay

RECOMMENDATIONS

The following is a summary of our recommendations for repairs. These repair recommendations have been made to most economically correct the existing bridge problems. Although not all deficiencies require immediate attention to maintain the structural integrity of the bridges, we do feel that these recommendations should be carried out before failure occurs.

A priority rating for repairs has been established, which will help you to focus on the most critical situations first.

An inspection sheet has been included for the structure inspected, summarizing the defects found, repair recommendations and priorities for implementing repairs. The priority rating is a measure of the level of importance associated with repairing defective members or conditions found at the time of the inspection. All substandard conditions should be repaired in a timely fashion, since the seriousness of a particular defect can become greater over time, and with it, the structure's repair priority. Bridge components are interactive with each other structurally; therefore, substandard members can affect the overall structural integrity of a bridge. **Osmose strongly recommends that all Priority 1 repairs be made immediately and that Priority 2 repairs be accomplished as soon as possible.**

The priority ratings are as follows:

PRIORITY 1 - **Emergency**. Stop operation over structure and perform repairs immediately.

PRIORITY 2 - Condition is unsafe and could cause failure at any time. Repair as soon as possible. Condition must be monitored continually until repairs have been completed.

PRIORITY 3 - Condition could become unsafe and should be monitored frequently. Repair in the near future.

PRIORITY 4 - Condition is substandard and should be monitored. Condition may require repairs within 1 to 5 years.

PRIORITY 5 - Either no defects or only minor defects were found. Repairs not recommended at this time, but condition of structure should be monitored.

Recommendations and priorities are based on conditions present at the time of this inspection, utilizing industry standards and information made available to us by the Owner. They are based on defects found that may limit the original capacity of the structure. No rating of the structure has been performed. Conditions and standards can and do change, so frequent re-inspection and evaluation are recommended. For whatever reasons if only ***partial*** *Priority 1, 2 and 3 recommended repairs are made to any one or all bridges listed in that category, Osmose accepts no liability. Again, bridge components are interactive with each other structurally; therefore, substandard members can affect the overall structural integrity of a bridge.*

San Pedro & Southwestern Railway
RECOMMENDED BRIDGEWORK
Osmose®

LINE: Main Line

BRIDGE NUMBER: 0.00 Wye MP: 0.00 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Continue to inspect Box Culvert on regular railroad inspection schedule	RAILROAD	5

BRIDGE NUMBER: 0.08 Main MP: 0.08 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace 1 section of Hand railing (west side)	RAILROAD	3
2	Post: - Pile 3 of Bent 3	OSMOSE	4

BRIDGE NUMBER: 0.55 MP: 0.55 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace: - Shim on Bent 2 (crushing under Chord 1)	OSMOSE	2
2	Remove vegetation from west side of bridge	RAILROAD	3
3	Tighten handrail cables	RAILROAD	3
4	Add ballast and tamp up both approaches	RAILROAD	3

BRIDGE NUMBER: 1.07 MP: 1.07 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Rebuild north headwall	OSMOSE	2
2	Add ballast and tamp up both approaches	RAILROAD	3
3	Replace: - Cap on Bent 3	OSMOSE	3
4	Replace: - Shim on Bent 1 (working out)	OSMOSE	3
5	Rebuild south headwall	OSMOSE	4

BRIDGE NUMBER: 1.75 MP: 1.75 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace all bridge ties	OSMOSE	3
2	Add ballast and tamp up both approaches	RAILROAD	3
3	Post: - Pile 4 of Bent 3 - Pile 5 of Bent 4 - Post 4 of Bent 5	OSMOSE	4
4	Monitor: - Cap on Bent 2 (mechanical damage to both ends)	RAILROAD	5

BRIDGE NUMBER: 2.12 MP: 2.12 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Rebuild south headwall	OSMOSE	2
2	Replace: - Subcap on Bent 3 (crushing) - Bottom Cap on Bent 3 (crushing)	OSMOSE	2
3	Replace: - Bottom Cap on Bent 1	OSMOSE	3
4	Replace all bridge ties.	OSMOSE	3
5	Add ballast and tamp up both approaches	RAILROAD	4
6	Monitor: - Stringer 7 in Span 2	RAILROAD	5

BRIDGE NUMBER: 2.35 MP: 2.35 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Excavate bents to inspect piling	RAILROAD	2
2	Patch ballast leak in Span 2	RAILROAD	2
3	Surface bridge	OSMOSE	2
4	Replace: - Cap on Bent 2 (failing)	OSMOSE	2
5	Replace: - Stringer 1 in Span 1 - Stringer 2 in Span 1 (visual reject)	OSMOSE	3
6	Replace west ballast retainers	OSMOSE	3

BRIDGE NUMBER: 2.86 MP: 2.86 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Continue to inspect bridge on regular railroad inspection schedule	RAILROAD	5

BRIDGE NUMBER: 3.27 MP: 3.27 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Add ballast and tamp up both approaches	RAILROAD	4

BRIDGE NUMBER: 3.70 MP: 3.70 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace all bridge ties	OSMOSE	3
2	Add ballast and tamp up both approaches	RAILROAD	3

BRIDGE NUMBER: 3.90 MP: 3.90 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Add ballast and tamp up both approaches	RAILROAD	2
2	Replace: - Cap on Bent 1 (vertical split)	RAILROAD	2
3	Post: - Post 4 of Bent 3 - Post 5 of Bent 3	OSMOSE	3
4	Spot replace 5 bridge ties	RAILROAD	4

BRIDGE NUMBER: 4.43 MP: 4.43 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Rebuild north headwall	OSMOSE	3
2	Add ballast and tamp up both approaches	RAILROAD	4
3	Replace: - Shim on Bent 2	OSMOSE	4
4	Replace all bridge ties	OSMOSE	4
5	Monitor: - Bent 1 for additional driving	RAILROAD	5

BRIDGE NUMBER: 5.32 MP: 5.32 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace: - Shim on Bent 6 (crushed @ Chord 1)	OSMOSE	2
2	Replace: - South Sway Brace on Bent 4 - Both Sway Braces on Bent 5	OSMOSE	4
3	Replace all guard timber	RAILROAD	4
4	Add ballast and tamp up both approaches	RAILROAD	4
5	Post: - Pile 3 of Bent 7	OSMOSE	4
6	Monitor: - Cap on Bent 6 (minor cornering @ Chord 1)	RAILROAD	5

BRIDGE NUMBER: 5.70 MP: 5.70 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace all 37 bridge ties (spike kill)	OSMOSE	2
2	Replace: - Top plank on south headwall	RAILROAD	4
3	Add ballast and tamp up both approaches	RAILROAD	4
4	Monitor: - Cap on Bent 3 (cornering @ Pile 1)	RAILROAD	5

BRIDGE NUMBER: 6.91 MP: 6.91 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Place sacrete @ south headwall to prevent undermining	RAILROAD	2
2	Add ballast and tamp up both approaches	RAILROAD	4
3	Replace all bridge ties	OSMOSE	4

BRIDGE NUMBER: 7.58 MP: 7.58 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Spot replace 4 bridge ties	RAILROAD	3
2	Shim or Epoxy: - Under Subcap of Bent 3	RAILROAD	3
3	Add ballast and tamp up both approaches	RAILROAD	4

BRIDGE NUMBER: 7.70 MP: 7.70 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace: - Stringer 7 in Span 6 (crushing) - Stringer 8 in Span 6 (crushing)	OSMOSE	2
2	Replace: - All stringers in Spans 2 & 3 - All stringers in Chord 2 of Span 5	OSMOSE	2
3	Replace: - Shim on Bent 6 (crushing @ Chord 1)	OSMOSE	2
4	Shim or Epoxy: - Over Pile 5 of Bent 4 - Over Pile 6 of Bent 4	OSMOSE	4
5	Replace: - Cap on Bent 3 (vertical split)	OSMOSE	4
6	Post: - Post 3 of Bent 2	OSMOSE	4
7	Spot replace 6 bridge ties	RAILROAD	4
8	Add ballast and tamp up both approaches	RAILROAD	4
9	Replace: - Stringer 3 in Span 6 - Stringer 6 in Span 6	OSMOSE	4

BRIDGE NUMBER: 8.1 MP: 8.10 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace: - Subcap on Bent 1 (crushing @ Chord 1) - Subcap on Bent 2 (crushing @ Chord 2)	OSMOSE	2
2	Replace all 49 bridge ties	OSMOSE	2
3	Add ballast and tamp up both approaches	RAILROAD	4

BRIDGE NUMBER: 9.97 MP: 9.97 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Install: - Shim on Bent 1 (low 1")	OSMOSE	3

BRIDGE NUMBER: 10.44 MP: 10.44 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace all 16 bridge ties	OSMOSE	3
2	Add ballast and tamp up both approaches	RAILROAD	4

BRIDGE NUMBER: 11.3 MP: 11.30 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Line & Surface bridge.	OSMOSE	2
2	Excavate and cut piles down: Pour Concrete footer and install frame bent: - on Bent 1 - on Bent 12	OSMOSE	2
3	Post: - Pile 4 of Bent 4 (visual reject) - Pile 3 of Bent 11 (failed) - Pile 4 of Bent 11 (failed)	OSMOSE	2
4	Add ballast and tamp up both approaches	RAILROAD	2
5	Frame out: - Bent 3 - Bent 8 - Bent 10	OSMOSE	2
6	Replace: - All Stringers	OSMOSE	2
7	Replace: - Cap on Bent 6	OSMOSE	3
8	Cut down pile tops and replace: - Subcap with a oversized cap on Bent 2	OSMOSE	3
9	Post: - Pile 1 of Bent 7 - Post 6 of Bent 7	OSMOSE	3
10	Replace: - Cap on Bent 4	OSMOSE	4
11	Replace 3 sections of guard timber	OSMOSE	4
12	Spot Replace 5 bridge ties	RAILROAD	4
13	Monitor: - Cap on Bent 5 (slight cornering) - Cap on Bent 7 (slight crushing/ piles slight punching)	RAILROAD	5

BRIDGE NUMBER: 11.78 MP: 11.78 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Add ballast and tamp up both approaches	RAILROAD	4

BRIDGE NUMBER: 12.96 MP: 12.96 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace: - Subcap on Bent 1 (vertical split)	OSMOSE	4
2	Add ballast and tamp up both approaches	RAILROAD	4

BRIDGE NUMBER: 13.52 MP: 13.52 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Surface bridge	OSMOSE	3
2	Replace: - Cap on Bent 1 - Subcap on Bent 1 - Subcap on Bent 2 - Subcap on Bent 5	OSMOSE	3
3	Replace: - Stringer 5 of Span 4	OSMOSE	4
4	Spot replace 12 bridge ties	RAILROAD	4
5	Add ballast and tamp up both approaches	RAILROAD	4

BRIDGE NUMBER: 13.77 MP: 13.77 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Surface bridge	OSMOSE	3
2	Shim: - Under Stringer 1 of Span 1 - Under Stringer 5 of Span 1 - Under Stringer 7 of Span 1 - Under Stringer 3 of Span 2 - Under Stringer 5 of Span 2 - Under Stringer 7 of Span 2 - Under Stringer 9 of Span 2	OSMOSE	3
3	Replace: - Cap on Bent 3 (crushing)	OSMOSE	3
4	Monitor erosion in spans 1 & 3	RAILROAD	3
5	Shim or Epoxy: - Over Pile 3 of Bent 4 - Over Pile 4 of Bent 4	OSMOSE	4
6	Monitor: - Pile 5 of Bent 5	RAILROAD	5

BRIDGE NUMBER: 14.16 MP: 14.16 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Post: - Post 2 of Bent 2 - Post 5 of Bent 2	OSMOSE	3
2	Post: - Pile 5 of Bent 3 - Pile 5 of Bent 4	OSMOSE	4
3	Add ballast and tamp up both approaches	RAILROAD	4
4	Replace: - Girt Brace # 4 in Span 2	OSMOSE	4

BRIDGE NUMBER: 14.67 MP: 14.67 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace all bridge ties	OSMOSE	3
2	Add ballast and tamp up both approaches	RAILROAD	3

BRIDGE NUMBER: 16.23 MP: 16.23 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace: - Cap on Bent 2 (crushing @ Chord 2)	OSMOSE	2
2	Add wingwall to southeast shoulder	OSMOSE	3
3	Rebuild both headwalls	OSMOSE	3

BRIDGE NUMBER: 18.10 MP: 18.10 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace all bridge ties	OSMOSE	3
2	Add ballast and tamp up north approach	RAILROAD	4

BRIDGE NUMBER: 18.70 MP: 18.70 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Monitor: - Minor cracking/spalling of bridge	RAILROAD	5

BRIDGE NUMBER: 18.82 MP: 18.82 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Monitor: - Minor cracking/spalling of bridge	RAILROAD	5

BRIDGE NUMBER: 18.94 MP: 18.94 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Remove: - Drift from Piers 4, 5, 8 & 9 (fire hazard)	RAILROAD	2
2	Monitor: - Minor cracking/spalling of bridge	RAILROAD	5

BRIDGE NUMBER: 20.14 MP: 20.14 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Monitor: - Very minor cracking/spalling of bridge	RAILROAD	5

BRIDGE NUMBER: 21.10 MP: 21.10 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Monitor: - Very minor cracking/spalling of bridge	RAILROAD	5

BRIDGE NUMBER: 21.75 MP: 21.75 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Continue to inspect bridge on regular railroad inspection schedule	RAILROAD	5

BRIDGE NUMBER: 23.7 MP: 23.70 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Monitor: - Very minor cracking/spalling of bridge	RAILROAD	5

BRIDGE NUMBER: 25.7 MP: 25.70 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Monitor: - Minor cracking/efflorescence of Concrete Arch	RAILROAD	5

BRIDGE NUMBER: 27.9 MP: 27.90 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Monitor: - Very minor cracking/spalling of Structure	RAILROAD	5

BRIDGE NUMBER: 30.2 MP: 30.20 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Monitor: - Minor cracking/spalling of Structure	RAILROAD	5

BRIDGE NUMBER: 30.45 MP: 30.45 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace handrailing	RAILROAD	3
2	Replace: - Cap on Bent 2 - Cap on Bent 4	OSMOSE	3
3	Post: - Pile 1 of Bent 5	OSMOSE	4
4	Monitor: - Pile 4 of Bent 2	RAILROAD	5

BRIDGE NUMBER: 31.0 MP: 31.00 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Remove Drift from Piers 4, 7 & 8	RAILROAD	3
2	Monitor: - Cracking/ spalling/efflorescence of Structure	RAILROAD	5

BRIDGE NUMBER: 31.2 MP: 31.20 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Shim over Pile 5 of Bent 2	OSMOSE	3
2	Post: - Pile 2 of Bent 2	OSMOSE	4
3	Shim or Epoxy: - Over Pile 1 of Bent 3	OSMOSE	4

BRIDGE NUMBER: 31.7 MP: 31.70 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace all handrailing	RAILROAD	3
2	Add ballast and tamp up both approaches	RAILROAD	4

BRIDGE NUMBER: 32.3 MP: 32.30 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Monitor: - Cracking/ spalling/efflorescence of Concrete Arch	RAILROAD	5

BRIDGE NUMBER: 32.9 MP: 32.90 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Continue to inspect bridge on regular railroad inspection schedule	RAILROAD	5

BRIDGE NUMBER: 33.8 MP: 33.80 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace all handrailing	RAILROAD	3
2	Add ballast and tamp up both approaches	RAILROAD	4

BRIDGE NUMBER: 34.6 MP: 34.60 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace all handrailing	RAILROAD	3
2	Replace: - Cap on Bent 4	OSMOSE	3
3	Post: - Pile 1 of Bent 2	OSMOSE	4

BRIDGE NUMBER: 35.4 MP: 35.40 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace all ballast retainers	OSMOSE	4
2	Post: - Pile 1 of Bent 7	OSMOSE	4
3	Monitor deck planking	RAILROAD	5

BRIDGE NUMBER: 36.3 MP: 36.30 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Post: - Pile 5 of Bent 1 - Pile 7 of Bent 1	OSMOSE	4

BRIDGE NUMBER: 36.95 MP: 36.95 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace: - Cap on Bent 6 (slight crushing) - Cap on Bent 7	OSMOSE	3
2	Replace: - 1 section of ballast retainer	RAILROAD	4
3	Monitor: - Cap on Bent 5 (slight cornering)	RAILROAD	5

BRIDGE NUMBER: 37.8 MP: 37.80 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace all handrailing	RAILROAD	3

BRIDGE NUMBER: 38.2 MP: 38.20 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace: - Cap on Bent 8 (crushing) - Cap on Bent 9 (crushing)	OSMOSE	2
2	Add ballast and tamp up south approach	RAILROAD	3
3	Replace: - Cap on Bent 5	OSMOSE	4

BRIDGE NUMBER: 38.7 MP: 38.70 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace: - Cap on Bent 2 - Cap on Bent 4 - Cap on Bent 5	OSMOSE	3

BRIDGE NUMBER: 40.0 MP: 40.00 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace all handrails	RAILROAD	3
2	Replace: - Cap on Bent 1 - Cap on Bent 5 - Cap on Bent 6	OSMOSE	3

BRIDGE NUMBER: 40.5 MP: 40.50 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Add ballast and tamp up both approaches	RAILROAD	4
2	Replace: - Cap on Bent 1 (slight bulge)	OSMOSE	4

BRIDGE NUMBER: 40.9 MP: 40.90 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace: - Cap on Bent 5 (crushing) - Cap on Bent 6 (crushing)	OSMOSE	2
2	Post: - Pile 6 of Bent 2 (visual reject)	OSMOSE	2
3	Replace: - Cap on Bent 2 (slight cornering)	OSMOSE	3
4	Monitor: - Pile 1 of Bent 2 (split)	RAILROAD	5

BRIDGE NUMBER: 41.9 MP: 41.90 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Pin & grout crack at southeast wingwall/shaft	OSMOSE	3
2	Replace: - Cap on Bent 3 (crushing)	OSMOSE	3

BRIDGE NUMBER: 42.5 MP: 42.50 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace all handrailing	RAILROAD	3

BRIDGE NUMBER: 43.3 MP: 43.30 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace all handrailing	RAILROAD	3
2	Add ballast and tamp up both approaches	RAILROAD	4

BRIDGE NUMBER: 44.5 MP: 44.50 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace all handrailing	RAILROAD	3
2	Post: - Pile 1 of Bent 2	OSMOSE	4

BRIDGE NUMBER: 45.7 MP: 45.70 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace: - Cap on Bent 1 (crushing) - Cap on Bent 3 (crushing) - Cap on Bent 4 (crushing)	OSMOSE	2
2	Replace all handrailing	RAILROAD	3
3	Replace: - Cap on Bent 5	OSMOSE	3

BRIDGE NUMBER: 46.4 MP: 46.40 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace all handrailing	RAILROAD	3
2	Rebuild both headwalls	OSMOSE	3
3	Shim: - Over Pile 1 of Bent 2	RAILROAD	3

BRIDGE NUMBER: 46.9 MP: 46.90 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Patch ballast leak @ Span 3	RAILROAD	2
2	Replace all handrailing	RAILROAD	3
3	Post: - Pile 7 of Bent 2	OSMOSE	4

BRIDGE NUMBER: 47.3 MP: 47.30 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Add ballast and tamp up both approaches	RAILROAD	2
2	Replace all handrailing	RAILROAD	3
3	Post: - Pile 5 of Bent 3	OSMOSE	4

BRIDGE NUMBER: 47.75 MP: 47.75 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace 2 handrail posts on east side	RAILROAD	3

BRIDGE NUMBER: 48.4 MP: 48.40 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace all handrailing	RAILROAD	3
2	Post: - Pile 3 of Bent 3	OSMOSE	4

BRIDGE NUMBER: 48.9 MP: 48.90 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Continue to inspect bridge on regular railroad inspection schedule	RAILROAD	5

BRIDGE NUMBER: 49.1 MP: 49.10 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Frame Out: - Bent 2	OSMOSE	2
2	Replace all handrailing	RAILROAD	3
3	Post: - Pile 3 of Bent 3 - Pile 5 of Bent 5	OSMOSE	4
4	Monitor: - Pile 1 of Bent 3	RAILROAD	5

BRIDGE NUMBER: 49.5 MP: 49.50 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace all handrailing	RAILROAD	2
2	Monitor headwalls for additional undermining	RAILROAD	5

BRIDGE NUMBER: 50.3 MP: 50.30 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Add ballast and tamp up both approaches	RAILROAD	4
2	Monitor: - Spider cracking/ spalling of all concrete	RAILROAD	5

BRIDGE NUMBER: 51.4 MP: 51.40 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Add ballast and tamp up both approaches	RAILROAD	2
2	Replace west top handrail cable	RAILROAD	3

BRIDGE NUMBER: 52.6 MP: 52.60 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Add ballast and tamp up both approaches	RAILROAD	4
2	Monitor: - Fine spider cracking of both abutments	RAILROAD	5

BRIDGE NUMBER: 52.9 MP: 52.90 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace all handrailing	RAILROAD	3
2	Rebuild south headwall	OSMOSE	3
3	Post: - Pile 6 of Bent 3	OSMOSE	4

BRIDGE NUMBER: 53.3 MP: 53.30 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Monitor: - Minor cracking/ spalling/ efflorescence of Concrete Arch	RAILROAD	5

BRIDGE NUMBER: 58.8 MP: 58.80 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Pin & grout cracked shaft @ east wingwall	OSMOSE	3
2	Monitor: - Minor cracking throughout Concrete Arch	RAILROAD	5

BRIDGE NUMBER: 59.1 MP: 59.10 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace: - Cap on Bent 2	OSMOSE	3
2	Replace all handrailing	RAILROAD	3
3	Replace: - North Sway Brace on Bent 3	OSMOSE	4
4	Post: - Pile 6 of Bent 3 - Pile 7 of Bent 4	OSMOSE	4

BRIDGE NUMBER: 60.8 MP: 60.80 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Monitor: - Fine cracking of Concrete Arch	RAILROAD	5

BRIDGE NUMBER: 62.47 MP: 62.47 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Continue to inspect bridge on regular railroad inspection schedule	RAILROAD	5

BRIDGE NUMBER: 62.59 MP: 62.59 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Monitor: - Cap on Bent 2 (slight cornering)	RAILROAD	5

BRIDGE NUMBER: 65.44 MP: 65.44 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace: - Cap on Bent 2 (crushing)	OSMOSE	2

BRIDGE NUMBER: 66.41 MP: 66.41 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Repair 4 reject sections of handrailing	RAILROAD	3

BRIDGE NUMBER: 67.58 Main MP: 67.58 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace 1 section of handrailing	RAILROAD	3

BRIDGE NUMBER: 67.58 Siding MP: 67.58 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace 4 sections of handrailing	RAILROAD	3
2	Post: - Pile 5 of Bent 2	OSMOSE	4
3	Monitor: - Cap on Bent 2 (slight break @ knot)	RAILROAD	5

RECOMMENDATIONS

The following is a summary of our recommendations for repairs. These repair recommendations have been made to most economically correct the existing bridge problems. Although not all deficiencies require immediate attention to maintain the structural integrity of the bridges, we do feel that these recommendations should be carried out before failure occurs.

A priority rating for repairs has been established, which will help you to focus on the most critical situations first.

An inspection sheet has been included for the structure inspected, summarizing the defects found, repair recommendations and priorities for implementing repairs. The priority rating is a measure of the level of importance associated with repairing defective members or conditions found at the time of the inspection. All substandard conditions should be repaired in a timely fashion, since the seriousness of a particular defect can become greater over time, and with it, the structure's repair priority. Bridge components are interactive with each other structurally; therefore, substandard members can affect the overall structural integrity of a bridge. **Osmose strongly recommends that all Priority 1 repairs be made immediately and that Priority 2 repairs be accomplished as soon as possible.**

The priority ratings are as follows:

PRIORITY 1 - **Emergency**. Stop operation over structure and perform repairs immediately.

PRIORITY 2 - Condition is unsafe and could cause failure at any time. Repair as soon as possible. Condition must be monitored continually until repairs have been completed.

PRIORITY 3 - Condition could become unsafe and should be monitored frequently. Repair in the near future.

PRIORITY 4 - Condition is substandard and should be monitored. Condition may require repairs within 1 to 5 years.

PRIORITY 5 - Either no defects or only minor defects were found. Repairs not recommended at this time, but condition of structure should be monitored.

Recommendations and priorities are based on conditions present at the time of this inspection, utilizing industry standards and information made available to us by the Owner. They are based on defects found that may limit the original capacity of the structure. No rating of the structure has been performed. Conditions and standards can and do change, so frequent re-inspection and evaluation are recommended. For whatever reasons if only ***partial*** *Priority 1, 2 and 3 recommended repairs are made to any one or all bridges listed in that category, Osmose accepts no liability. Again, bridge components are interactive with each other structurally; therefore, substandard members can affect the overall structural integrity of a bridge.*

San Pedro & Southwestern Railway
RECOMMENDATIONS LISTED BY PRIORITY.

LINE: Main Line

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PRIORITY: 2

BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
0.55		0.55	Replace: - Shim on Bent 2 (crushing under Chord 1)	OSMOSE
1.07		1.07	Rebuild north headwall	OSMOSE
2.12		2.12	Rebuild south headwall	OSMOSE
2.12		2.12	Replace: - Subcap on Bent 3 (crushing) - Bottom Cap on Bent 3 (crushing)	OSMOSE
2.35		2.35	Excavate bents to inspect piling	RAILROAD
2.35		2.35	Patch ballast leak in Span 2	RAILROAD
2.35		2.35	Surface bridge	OSMOSE
2.35		2.35	Replace: - Cap on Bent 2 (failing)	OSMOSE
3.90		3.90	Add ballast and tamp up both approaches	RAILROAD
3.90		3.90	Replace: - Cap on Bent 1 (vertical split)	RAILROAD
5.32		5.32	Replace: - Shim on Bent 6 (crushed @ Chord 1)	OSMOSE
5.70		5.70	Replace all 37 bridge ties (spike kill)	OSMOSE
6.91		6.91	Place sacrete @ south headwall to prevent undermining	RAILROAD
7.70		7.70	Replace: - Stringer 7 in Span 6 (crushing) - Stringer 8 in Span 6 (crushing)	OSMOSE
7.70		7.70	Replace: - All stringers in Spans 2 & 3 - All stringers in Chord 2 of Span 5	OSMOSE
7.70		7.70	Replace: - Shim on Bent 6 (crushing @ Chord 1)	OSMOSE
8.1		8.10	Replace all 49 bridge ties	OSMOSE
8.1		8.10	Replace: - Subcap on Bent 1 (crushing @ Chord 1) - Subcap on Bent 2 (crushing @ Chord 2)	OSMOSE
11.3		11.30	Line & Surface bridge.	OSMOSE
11.3		11.30	Replace: - All Stringers	OSMOSE
11.3		11.30	Excavate and cut piles down: Pour Concrete footer and install frame bent: - on Bent 1 - on Bent 12	OSMOSE
11.3		11.30	Post: - Pile 4 of Bent 4 (visual reject) - Pile 3 of Bent 11 (failed) - Pile 4 of Bent 11 (failed)	OSMOSE

LINE: Main Line

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PRIORITY: 2

BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
11.3		11.30	Add ballast and tamp up both approaches	RAILROAD
11.3		11.30	Frame out: - Bent 3 - Bent 8 - Bent 10	OSMOSE
16.23		16.23	Replace: - Cap on Bent 2 (crushing @ Chord 2)	OSMOSE
18.94		18.94	Remove: - Drift from Piers 4, 5, 8 & 9 (fire hazard)	RAILROAD
38.2		38.20	Replace: - Cap on Bent 8 (crushing) - Cap on Bent 9 (crushing)	OSMOSE
40.9		40.90	Replace: - Cap on Bent 5 (crushing) - Cap on Bent 6 (crushing)	OSMOSE
40.9		40.90	Post: - Pile 6 of Bent 2 (visual reject)	OSMOSE
45.7		45.70	Replace: - Cap on Bent 1 (crushing) - Cap on Bent 3 (crushing) - Cap on Bent 4 (crushing)	OSMOSE
46.9		46.90	Patch ballast leak @ Span 3	RAILROAD
47.3		47.30	Add ballast and tamp up both approaches	RAILROAD
49.1		49.10	Frame Out: - Bent 2	OSMOSE
49.5		49.50	Replace all handrailing	RAILROAD
51.4		51.40	Add ballast and tamp up both approaches	RAILROAD
65.44		65.44	Replace: - Cap on Bent 2 (crushing)	OSMOSE

LINE: Main Line

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PRIORITY: 3

BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
0.08 Main		0.08	Replace 1 section of Hand railing (west side)	RAILROAD
0.55		0.55	Remove vegetation from west side of bridge	RAILROAD
0.55		0.55	Tighten handrail cables	RAILROAD
0.55		0.55	Add ballast and tamp up both approaches	RAILROAD
1.07		1.07	Add ballast and tamp up both approaches	RAILROAD
1.07		1.07	Replace: - Cap on Bent 3	OSMOSE
1.07		1.07	Replace: - Shim on Bent 1 (working out)	OSMOSE
1.75		1.75	Replace all bridge ties	OSMOSE
1.75		1.75	Add ballast and tamp up both approaches	RAILROAD
2.12		2.12	Replace: - Bottom Cap on Bent 1	OSMOSE
2.12		2.12	Replace all bridge ties.	OSMOSE
2.35		2.35	Replace: - Stringer 1 in Span 1 - Stringer 2 in Span 1 (visual reject)	OSMOSE
2.35		2.35	Replace west ballast retainers	OSMOSE
3.70		3.70	Replace all bridge ties	OSMOSE
3.70		3.70	Add ballast and tamp up both approaches	RAILROAD
3.90		3.90	Post: - Post 4 of Bent 3 - Post 5 of Bent 3	OSMOSE
4.43		4.43	Rebuild north headwall	OSMOSE
7.58		7.58	Spot replace 4 bridge ties	RAILROAD
7.58		7.58	Shim or Epoxy: - Under Subcap of Bent 3	RAILROAD
9.97		9.97	Install: - Shim on Bent 1 (low 1")	OSMOSE
10.44		10.44	Replace all 16 bridge ties	OSMOSE
11.3		11.30	Replace: - Cap on Bent 6	OSMOSE
11.3		11.30	Cut down pile tops and replace: - Subcap with a oversized cap on Bent 2	OSMOSE
11.3		11.30	Post: - Pile 1 of Bent 7 - Post 6 of Bent 7	OSMOSE
13.52		13.52	Surface bridge	OSMOSE

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LINE: Main Line

PRIORITY: 3

BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
13.52		13.52	Replace: - Cap on Bent 1 - Subcap on Bent 1 - Subcap on Bent 2 - Subcap on Bent 5	OSMOSE
13.77		13.77	Surface bridge	OSMOSE
13.77		13.77	Shim: - Under Stringer 1 of Span 1 - Under Stringer 5 of Span 1 - Under Stringer 7 of Span 1 - Under Stringer 3 of Span 2 - Under Stringer 5 of Span 2 - Under Stringer 7 of Span 2 - Under Stringer 9 of Span 2	OSMOSE
13.77		13.77	Replace: - Cap on Bent 3 (crushing)	OSMOSE
13.77		13.77	Monitor erosion in spans 1 & 3	RAILROAD
14.16		14.16	Post: - Post 2 of Bent 2 - Post 5 of Bent 2	OSMOSE
14.67		14.67	Replace all bridge ties	OSMOSE
14.67		14.67	Add ballast and tamp up both approaches	RAILROAD
16.23		16.23	Add wingwall to southeast shoulder	OSMOSE
16.23		16.23	Rebuild both headwalls	OSMOSE
18.10		18.10	Replace all bridge ties	OSMOSE
30.45		30.45	Replace handrailing	RAILROAD
30.45		30.45	Replace: - Cap on Bent 2 - Cap on Bent 4	OSMOSE
31.0		31.00	Remove Drift from Piers 4, 7 & 8	RAILROAD
31.2		31.20	Shim over Pile 5 of Bent 2	OSMOSE
31.7		31.70	Replace all handrailing	RAILROAD
33.8		33.80	Replace all handrailing	RAILROAD
34.6		34.60	Replace all handrailing	RAILROAD
34.6		34.60	Replace: - Cap on Bent 4	OSMOSE
36.95		36.95	Replace: - Cap on Bent 6 (slight crushing) - Cap on Bent 7	OSMOSE
37.8		37.80	Replace all handrailing	RAILROAD
38.2		38.20	Add ballast and tamp up south approach	RAILROAD

LINE: Main Line

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PRIORITY: 3

BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
38.7		38.70	Replace: - Cap on Bent 2 - Cap on Bent 4 - Cap on Bent 5	OSMOSE
40.0		40.00	Replace all handrails	RAILROAD
40.0		40.00	Replace: - Cap on Bent 1 - Cap on Bent 5 - Cap on Bent 6	OSMOSE
40.9		40.90	Replace: - Cap on Bent 2 (slight cornering)	OSMOSE
41.9		41.90	Pin & grout crack at southeast wingwall/shaft	OSMOSE
41.9		41.90	Replace: - Cap on Bent 3 (crushing)	OSMOSE
42.5		42.50	Replace all handrailing	RAILROAD
43.3		43.30	Replace all handrailing	RAILROAD
44.5		44.50	Replace all handrailing	RAILROAD
45.7		45.70	Replace all handrailing	RAILROAD
45.7		45.70	Replace: - Cap on Bent 5	OSMOSE
46.4		46.40	Replace all handrailing	RAILROAD
46.4		46.40	Rebuild both headwalls	OSMOSE
46.4		46.40	Shim: - Over Pile 1 of Bent 2	RAILROAD
46.9		46.90	Replace all handrailing	RAILROAD
47.3		47.30	Replace all handrailing	RAILROAD
47.75		47.75	Replace 2 handrail posts on east side	RAILROAD
48.4		48.40	Replace all handrailing	RAILROAD
49.1		49.10	Replace all handrailing	RAILROAD
51.4		51.40	Replace west top handrail cable	RAILROAD
52.9		52.90	Replace all handrailing	RAILROAD
52.9		52.90	Rebuild south headwall	OSMOSE
58.8		58.80	Pin & grout cracked shaft @ east wingwall	OSMOSE
59.1		59.10	Replace: - Cap on Bent 2	OSMOSE
59.1		59.10	Replace all handrailing	RAILROAD
66.41		66.41	Repair 4 reject sections of handrailing	RAILROAD
67.58 Main		67.58	Replace 1 section of handrailing	RAILROAD

LINE: Main Line

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PRIORITY: 3

BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
67.58 Siding		67.58	Replace 4 sections of handrailing	RAILROAD

LINE: Main Line

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PRIORITY: 4

BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
0.08 Main		0.08	Post: - Pile 3 of Bent 3	OSMOSE
1.07		1.07	Rebuild south headwall	OSMOSE
1.75		1.75	Post: - Pile 4 of Bent 3 - Pile 5 of Bent 4 - Post 4 of Bent 5	OSMOSE
2.12		2.12	Add ballast and tamp up both approaches	RAILROAD
3.27		3.27	Add ballast and tamp up both approaches	RAILROAD
3.90		3.90	Spot replace 5 bridge ties	RAILROAD
4.43		4.43	Add ballast and tamp up both approaches	RAILROAD
4.43		4.43	Replace: - Shim on Bent 2	OSMOSE
4.43		4.43	Replace all bridge ties	OSMOSE
5.32		5.32	Replace: - South Sway Brace on Bent 4 - Both Sway Braces on Bent 5	OSMOSE
5.32		5.32	Replace all guard timber	RAILROAD
5.32		5.32	Add ballast and tamp up both approaches	RAILROAD
5.32		5.32	Post: - Pile 3 of Bent 7	OSMOSE
5.70		5.70	Replace: - Top plank on south headwall	RAILROAD
5.70		5.70	Add ballast and tamp up both approaches	RAILROAD
6.91		6.91	Replace all bridge ties	OSMOSE
6.91		6.91	Add ballast and tamp up both approaches	RAILROAD
7.58		7.58	Add ballast and tamp up both approaches	RAILROAD
7.70		7.70	Shim or Epoxy: - Over Pile 5 of Bent 4 - Over Pile 6 of Bent 4	OSMOSE
7.70		7.70	Replace: - Cap on Bent 3 (vertical split)	OSMOSE
7.70		7.70	Post: - Post 3 of Bent 2	OSMOSE
7.70		7.70	Spot replace 6 bridge ties	RAILROAD
7.70		7.70	Add ballast and tamp up both approaches	RAILROAD
7.70		7.70	Replace: - Stringer 3 in Span 6 - Stringer 6 in Span 6	OSMOSE
8.1		8.10	Add ballast and tamp up both approaches	RAILROAD

LINE: Main Line

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PRIORITY: 4

BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
10.44		10.44	Add ballast and tamp up both approaches	RAILROAD
11.3		11.30	Replace: - Cap on Bent 4	OSMOSE
11.3		11.30	Spot Replace 5 bridge ties	RAILROAD
11.3		11.30	Replace 3 sections of guard timber	OSMOSE
11.78		11.78	Add ballast and tamp up both approaches	RAILROAD
12.96		12.96	Replace: - Subcap on Bent 1 (vertical split)	OSMOSE
12.96		12.96	Add ballast and tamp up both approaches	RAILROAD
13.52		13.52	Replace: - Stringer 5 of Span 4	OSMOSE
13.52		13.52	Spot replace 12 bridge ties	RAILROAD
13.52		13.52	Add ballast and tamp up both approaches	RAILROAD
13.77		13.77	Shim or Epoxy: - Over Pile 3 of Bent 4 - Over Pile 4 of Bent 4	OSMOSE
14.16		14.16	Post: - Pile 5 of Bent 3 - Pile 5 of Bent 4	OSMOSE
14.16		14.16	Add ballast and tamp up both approaches	RAILROAD
14.16		14.16	Replace: - Girt Brace # 4 in Span 2	OSMOSE
18.10		18.10	Add ballast and tamp up north approach	RAILROAD
30.45		30.45	Post: - Pile 1 of Bent 5	OSMOSE
31.2		31.20	Post: - Pile 2 of Bent 2	OSMOSE
31.2		31.20	Shim or Epoxy: - Over Pile 1 of Bent 3	OSMOSE
31.7		31.70	Add ballast and tamp up both approaches	RAILROAD
33.8		33.80	Add ballast and tamp up both approaches	RAILROAD
34.6		34.60	Post: - Pile 1 of Bent 2	OSMOSE
35.4		35.40	Replace all ballast retainers	OSMOSE
35.4		35.40	Post: - Pile 1 of Bent 7	OSMOSE
36.3		36.30	Post: - Pile 5 of Bent 1 - Pile 7 of Bent 1	OSMOSE
36.95		36.95	Replace: - 1 section of ballast retainer	RAILROAD

LINE: Main Line

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PRIORITY: 4

BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
38.2		38.20	Replace: - Cap on Bent 5	OSMOSE
40.5		40.50	Add ballast and tamp up both approaches	RAILROAD
40.5		40.50	Replace: - Cap on Bent 1 (slight bulge)	OSMOSE
43.3		43.30	Add ballast and tamp up both approaches	RAILROAD
44.5		44.50	Post: - Pile 1 of Bent 2	OSMOSE
46.9		46.90	Post: - Pile 7 of Bent 2	OSMOSE
47.3		47.30	Post: - Pile 5 of Bent 3	OSMOSE
48.4		48.40	Post: - Pile 3 of Bent 3	OSMOSE
49.1		49.10	Post: - Pile 3 of Bent 3 - Pile 5 of Bent 5	OSMOSE
50.3		50.30	Add ballast and tamp up both approaches	RAILROAD
52.6		52.60	Add ballast and tamp up both approaches	RAILROAD
52.9		52.90	Post: - Pile 6 of Bent 3	OSMOSE
59.1		59.10	Replace: - North Sway Brace on Bent 3	OSMOSE
59.1		59.10	Post: - Pile 6 of Bent 3 - Pile 7 of Bent 4	OSMOSE
67.58 Siding		67.58	Post: - Pile 5 of Bent 2	OSMOSE

LINE: Main Line

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PRIORITY: 5

BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
0.00 Wye		0.00	Continue to inspect Box Culvert on regular railroad inspection schedule	RAILROAD
1.75		1.75	Monitor: - Cap on Bent 2 (mechanical damage to both ends)	RAILROAD
2.12		2.12	Monitor: - Stringer 7 in Span 2	RAILROAD
2.86		2.86	Continue to inspect bridge on regular railroad inspection schedule	RAILROAD
4.43		4.43	Monitor: - Bent 1 for additional driving	RAILROAD
5.32		5.32	Monitor: - Cap on Bent 6 (minor cornering @ Chord 1)	RAILROAD
5.70		5.70	Monitor: - Cap on Bent 3 (cornering @ Pile 1)	RAILROAD
11.3		11.30	Monitor: - Cap on Bent 5 (slight cornering) - Cap on Bent 7 (slight crushing/ piles slight punching)	RAILROAD
13.77		13.77	Monitor: - Pile 5 of Bent 5	RAILROAD
18.70		18.70	Monitor: - Minor cracking/spalling of bridge	RAILROAD
18.82		18.82	Monitor: - Minor cracking/spalling of bridge	RAILROAD
18.94		18.94	Monitor: - Minor cracking/spalling of bridge	RAILROAD
20.14		20.14	Monitor: - Very minor cracking/spalling of bridge	RAILROAD
21.10		21.10	Monitor: - Very minor cracking/spalling of bridge	RAILROAD
21.75		21.75	Continue to inspect bridge on regular railroad inspection schedule	RAILROAD
23.7		23.70	Monitor: - Very minor cracking/spalling of bridge	RAILROAD
25.7		25.70	Monitor: - Minor cracking/efflorescence of Concrete Arch	RAILROAD
27.9		27.90	Monitor: - Very minor cracking/spalling of Structure	RAILROAD
30.2		30.20	Monitor: - Minor cracking/spalling of Structure	RAILROAD
30.45		30.45	Monitor: - Pile 4 of Bent 2	RAILROAD
31.0		31.00	Monitor: - Cracking/ spalling/efflorescence of Structure	RAILROAD
32.3		32.30	Monitor: - Cracking/ spalling/efflorescence of Concrete Arch	RAILROAD
32.9		32.90	Continue to inspect bridge on regular railroad inspection schedule	RAILROAD

LINE: Main Line

Osmose®

PRIORITY: 5

BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
35.4		35.40	Monitor deck planking	RAILROAD
36.95		36.95	Monitor: - Cap on Bent 5 (slight cornering)	RAILROAD
40.9		40.90	Monitor: - Pile 1 of Bent 2 (split)	RAILROAD
48.9		48.90	Continue to inspect bridge on regular railroad inspection schedule	RAILROAD
49.1		49.10	Monitor: - Pile 1 of Bent 3	RAILROAD
49.5		49.50	Monitor headwalls for additional undermining	RAILROAD
50.3		50.30	Monitor: - Spider cracking/ spalling of all concrete	RAILROAD
52.6		52.60	Monitor: - Fine spider cracking of both abutments	RAILROAD
53.3		53.30	Monitor: - Minor cracking/ spalling/ efflorescence of Concrete Arch	RAILROAD
58.8		58.80	Monitor: - Minor cracking throughout Concrete Arch	RAILROAD
60.8		60.80	Monitor: - Fine cracking of Concrete Arch	RAILROAD
62.47		62.47	Continue to inspect bridge on regular railroad inspection schedule	RAILROAD
62.59		62.59	Monitor: - Cap on Bent 2 (slight cornering)	RAILROAD
67.58 Siding		67.58	Monitor: - Cap on Bent 2 (slight break @ knot)	RAILROAD

RECOMMENDATIONS

The following is a summary of our recommendations for repairs. These repair recommendations have been made to most economically correct the existing bridge problems. Although not all deficiencies require immediate attention to maintain the structural integrity of the bridges, we do feel that these recommendations should be carried out before failure occurs.

A priority rating for repairs has been established, which will help you to focus on the most critical situations first.

An inspection sheet has been included for the structure inspected, summarizing the defects found, repair recommendations and priorities for implementing repairs. The priority rating is a measure of the level of importance associated with repairing defective members or conditions found at the time of the inspection. All substandard conditions should be repaired in a timely fashion, since the seriousness of a particular defect can become greater over time, and with it, the structure's repair priority. Bridge components are interactive with each other structurally; therefore, substandard members can affect the overall structural integrity of a bridge. **Osmose strongly recommends that all Priority 1 repairs be made immediately and that Priority 2 repairs be accomplished as soon as possible.**

The priority ratings are as follows:

PRIORITY 1 - **Emergency**. Stop operation over structure and perform repairs immediately.

PRIORITY 2 - Condition is unsafe and could cause failure at any time. Repair as soon as possible. Condition must be monitored continually until repairs have been completed.

PRIORITY 3 - Condition could become unsafe and should be monitored frequently. Repair in the near future.

PRIORITY 4 - Condition is substandard and should be monitored. Condition may require repairs within 1 to 5 years.

PRIORITY 5 - Either no defects or only minor defects were found. Repairs not recommended at this time, but condition of structure should be monitored.

Recommendations and priorities are based on conditions present at the time of this inspection, utilizing industry standards and information made available to us by the Owner. They are based on defects found that may limit the original capacity of the structure. No rating of the structure has been performed. Conditions and standards can and do change, so frequent re-inspection and evaluation are recommended. For whatever reasons if only ***partial*** *Priority 1, 2 and 3 recommended repairs are made to any one or all bridges listed in that category, Osmose accepts no liability. Again, bridge components are interactive with each other structurally; therefore, substandard members can affect the overall structural integrity of a bridge.*

Osmose

San Pedro Southwestern Railroad



Bridge 0.00

Main Line

06/03/05

San Pedro & Southwestern Railway

LINE: Main Line

Osmose®

INSPECTION SUMMARY

BRIDGE # 0.00 Wye

MILEPOST: 0.00 | SECTION# 1

TYPE: Box Culvert | LOCATION: Benson, AZ

INSPECTION DATE: 5/ 9/2005 | INSPECTOR: KT & GG

Findings:

Ballast Retainers - OK
Hand railing - OK

No significant defects located at the time of this inspection.

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.1.	5	RAILROAD	Continue to inspect Box Culvert on regular railroad inspection schedule

OSMOSE RAILROAD SERVICES, INC.

140 24b

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 5-9 20 05

Owner San Pedro + Southwestern Reg./Div. Bridge No. 0.00 Wye

Dist./Sub./Branch Main Line

Location Benson, AZ

Type: (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) Box Culvert Age 19

BENT	PILES PER BENT	PILE	PILE HT.	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	G/L TR.	PP	LIN. FT. PILING
1	—		1½	2	Caps			(8 x 16)		on ?					
2			1½		2 Caps		on			3					
3			—							buried					

Ballast Retainers - OK
Handrailing - OK
Skewed

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — Osmo/Weld
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 Is (N) S E W
(Timetable)

SIGNED KT 66

Osmose

San Pedro Southwestern Railroad



Bridge 0.08

Osmose®

INSPECTION SUMMARY

BRIDGE # 0.08 Main

MILEPOST: 0.08 | SECTION# 1

TYPE: BDPT | LOCATION: Benson, AZ

INSPECTION DATE: 5/ 9/2005 | INSPECTOR: KT & GG

Findings:

Bent 3

Pile 3 - Reject

Headwalls - OK
Ballast Retainers - OK
West Handrail - 1 section reject

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.2	3	RAILROAD	Replace 1 section of Hand railing (west side)
2	1.1	4	OSMOSE	Post: - Pile 3 of Bent 3

1

OSMOSE RAILROAD SERVICES, INC.

140 24b

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 5-9 20 2005

Owner San Pedro + Southwestern Reg./Div. _____ Bridge No. 0 08 Main

Dist./Sub/Branch Main Line

Location Benson, AZ

Type: (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 ?

BENT	PILES PER BENT	PILE	PILE HT.	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	G/L TR.	PP	LIN. FT. PILING
1	5	1	3½	D/P	4	1									20
2	5	2	6	6/L	7	2									30
3	5	2	7	3	OK										35
		3		2	2	9½	1½	10			14½	X			
		4		1½	OK										85
		5		1½	0	3									
										Headwalls-OK					
										West Handrail- / railing sec (X)					
										Ballast Retainers-OK					

SYMBOLS All Borings In Inches and Fractions to nearest ¼"

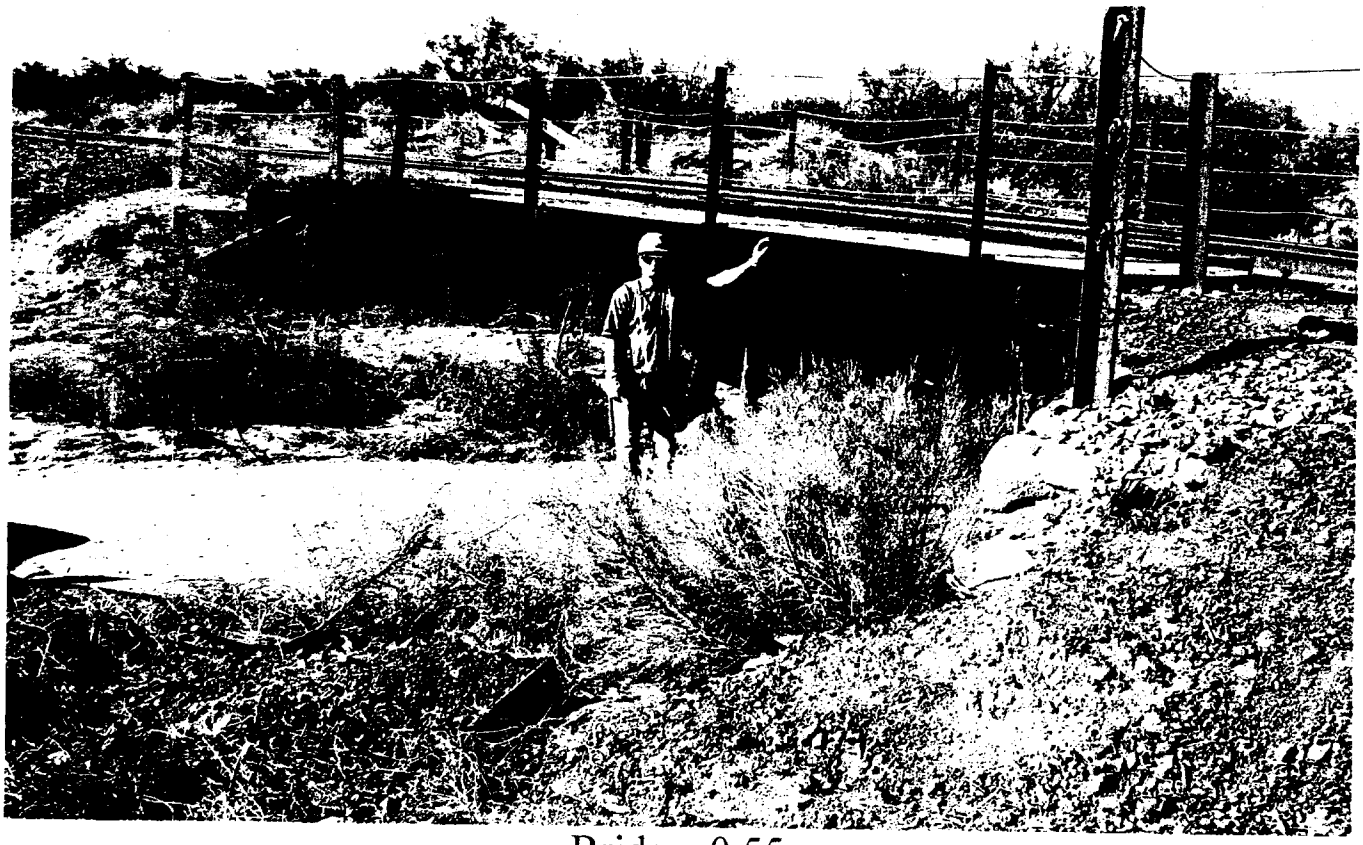
H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DR — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — Osmo/Weld
O/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 Is (N) S E W
(Timetable)

SIGNED KT [illegible]

Ostrose

San Pedro Southwestern Railroad



Bridge 0.55

San Pedro & Southwestern Railway

LINE: Main Line

Osmose®

INSPECTION SUMMARY

BRIDGE # 0.55

MILEPOST: 0.55 | SECTION# 1

TYPE: ODPT | LOCATION: Benson, AZ

INSPECTION DATE: 5/ 9/2005 | INSPECTOR: KT & GG

Findings:

Bent 2

2 1/2" Shim- Reject (crushing under Chord 1)

Approaches - Low
Walkway - OK
Handrail Cable - Loose
Headwalls - OK
Ties - Fair (plate cut)
Bridge Fire Charred
Both Headwalls - Bees
Vegetation on west side of bridge

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.1	2	OSMOSE	Replace: - Shim on Bent 2 (crushing under Chord 1)
2	1.4	3	RAILROAD	Remove vegetation from west side of bridge
3	1.3	3	RAILROAD	Tighten handrail cables
4	1.2	3	RAILROAD	Add ballast and tamp up both approaches

OSMOSE RAILROAD SERVICES, INC.

140.24b

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 5-9 20 05

Owner San Pedro + Southwestern RR Reg./Div. _____ Bridge No. 0 55

Dist./Sub/Branch Main Line

Location Benson, AZ

Type: (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 _____

BENT	PILES PER BENT	PILE	PILE HT.	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	G/L TR.	PP	LIN. FT. PILING
1	5		3							2½ Shims					15
2	5	CAP	3							2½ Shims					15
		shim			(X) - crushing under Chord 1										
3	5		1½							3¼ Shims					10

Apps - Low (3)
Walkway - OK
Handrail Cables - Loose
Headwalls - OK
(22) (8 x 10 x 9) Ties - Fair (Plate cut)
Bridge Fire charred
Both Headwalls Bees
Remove Vegitation From W. Side of Bridge

SYMBOLS All Borings in Inches and Fractions to nearest ⅛"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWeld
D/P — Drift Pin

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 Is (N) S E W
(Timetable)

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San Pedro Southwestern Railroad



Bridge 1.07

San Pedro & Southwestern Railway

LINE: Main Line

Osmose®

INSPECTION SUMMARY

BRIDGE # 1.07

MILEPOST: 1.07 SECTION# 1

TYPE: ODPT LOCATION: Benson, AZ

INSPECTION DATE: 5/ 9/2005 INSPECTOR: KT & GG

Findings:

Bent 1

1 1/2" Shim - Reject (working out)

Bent 3

Cap - Reject

North Headwall - Poor
South Headwall - Fair
Guard Timber - OK
Ties - OK
Approaches - Low

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1 4	2	OSMOSE	Rebuild north headwall
2	1 3	3	RAILROAD	Add ballast and tamp up both approaches
3	1 2	3	OSMOSE	Replace: - Cap on Bent 3
4	1.1	3	OSMOSE	Replace: - Shim on Bent 1 (working out)
5	1.5	4	OSMOSE	Rebuild south headwall

OSMOSE, INC.

140.24b

RAILROAD DIVISION
BORING RECORD

SHEET 1 of 1 SHEETS

Date 5-9 2005

Owner San Pedro + Southwester RR Reg./Div. _____ Bridge No. 1 07

Dist./Sub/Branch Main Line

Location Benson, AZ

Type: (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 _____

BENT	PILES PER BENT	PILE	PILE HT.	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	G/L TR.	PP	LIN. FT. PILING
1	2				2					1'-1½" Shims					
	shim				(X)	+	Working			Out					
					Double		Capped			(10 x 10 x 12)					
2	—				Double		Capped			1½ Shims					
3	—									buried					
		CAP		Rt end	3	5	CAP	(X)		(8 x 17)					
										1½" shims					
					North Headwall - Poor (2)										
					South Headwall - Fair										
					CoT - OK										
			(24)		Ties - OK					7½ x 7½ x 8					
					Apps - Low (3)										

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

H	— Heart	PP	— Previously Posted
X	— Reject	PX	— Possible Reject
V	— Void	ST	— Shell Thickness
SR	— Shell Rot	P/W	— Heavy Duty Pile Wrap
RS	— Ring Separation	O/W	— Osmofoid
DP	— Decay Ring	D/P	— Drift Pin
DP	— Decay Pocket	G/L	— Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 Is (N) S E W
(Timetable)

SIGNED KT 66

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San Pedro Southwestern Railroad



Bridge 1.75

San Pedro & Southwestern Railway

LINE: Main Line

Osmose®

INSPECTION SUMMARY

BRIDGE # 1.75

MILEPOST: 1.75 | SECTION# 1

TYPE: ODPT | LOCATION: Benson, AZ

INSPECTION DATE: 5/ 9/2005 | INSPECTOR: KT & GG

Findings:

Bent 2

Cap - Mechanical Damage to both ends

Bent 3

Pile 4 - Reject

Bent 4

Pile 5 - Reject

Bent 5

Post 4 - Reject

Guard Timber - Poor
Approaches - Low
Headwalls - OK
Ties - Fair to Poor (plate cut)

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.3	3	OSMOSE	Replace all bridge ties
2	1.2	3	RAILROAD	Add ballast and tamp up both approaches
3	1.1	4	OSMOSE	Post: - Pile 4 of Bent 3 - Pile 5 of Bent 4 - Post 4 of Bent 5
4	1.4	5	RAILROAD	Monitor: - Cap on Bent 2 (mechanical damage to both ends)

OSMOSE, INC.

140.24b

RAILROAD DIVISION
BORING RECORD

SHEET 1 of 1 SHEETS

Date 5-9 2005

Owner San Pedro + Southwestern RR Reg./Div. _____ Bridge No. 175

Dist./Sub/Branch Main Line

Location Benson, AZ

Type: (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19

BENT	PILES PER BENT	PILE	PILE HT.	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	G/L TR.	PP	LIN. FT. PILING
1	—									buried					
										to stringers					
2	Post 5		—		Double Capped					(7¼x17) (13½ x 13½ x 14					
		Sub CAP			MD	-	both ends								
3	5	4	1½	½	½	12					14	X			
4	5	5	1½	2	9	2	9				12¼	X			
5	Post 5	2	½	D/P	OK					Double Capped					
		4		D/P	2	9				(12" x 13½ x 12)	12x13	X			
		5		D/P	ok										
										6T - Pool					
										Apps - Low (3)					
										Headwalls - OK					
										Ties - Fair to Pool					
					(7½x10x9)						(Plate cut)				

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DR — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWeld
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 Is (N) S E W
(Timetable)

SIGNED KT 66

Osmose®

San Pedro Southwestern Railroad



Bridge 2.12

Osmose®

INSPECTION SUMMARY

BRIDGE # 2.12

MILEPOST: 2.12 | SECTION# 1

TYPE: ODPT | LOCATION: Benson, AZ

INSPECTION DATE: 5/ 9/2005 | INSPECTOR: KT & GG

Findings:

Bent 1

Bottom Cap - Reject

Bent 3

Bottom Cap - Reject (crushing)
Subcap - Reject (crushing)

Span 2

Stringer 7 - Possible Reject

North Headwall - Fair
Approaches - Low
South Headwall - Poor (top 3 timbers reject)
Ties - Fair to Poor
Guard Timber - Fair to Poor

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.5	2	OSMOSE	Rebuild south headwall
2	1.2	2	OSMOSE	Replace: - Subcap on Bent 3 (crushing) - Bottom Cap on Bent 3 (crushing)
3	1.6	3	OSMOSE	Replace all bridge ties.
4	1.1	3	OSMOSE	Replace: - Bottom Cap on Bent 1
5	1.4	4	RAILROAD	Add ballast and tamp up both approaches
6	1.7	5	RAILROAD	Monitor: - Stringer 7 in Span 2

OSMOSE, INC.

140.24b

RAILROAD DIVISION
BORING RECORD

SHEET 1 of 1 SHEETS

Date 5-9-2005

Owner San Pedro + Southwestern RR Reg./Div. _____ Bridge No. 212

Dist./Sub/Branch Main Line

Location Benson, AZ

Type: (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19

BENT	PILES PER BENT	PILE	PILE HT.	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	G/L TR.	PP	LIN. FT. PILING
1	5		–							buried					
							Double			Capped					
		Bottom CAP		over PI	4	5		Bottom		Cap - (X)					
										1 1/2 Shims					
2	Post 5	1	1/2	D/P	ok					P2-5 Buried					
										2" Shims					
										Double Capped					
3	5	1	2	D/P	ok										
		Bottom Cap		over PI	4	8		Bottom		Cap - (X) (2)	crushed				
		Sub CAP		Cnd 1		Sub	Cap - (X)			Crushing (2)					
										1" to 2" Shims					
							North			Headwall - Fair					
										Apps - Low					
							South			Headwall - Poor	(2)	Top	3	Timbers (X)	Corn
				7X10 X9			(19)			Ties - Fair to Poor					
										GT - Fair to Poor					

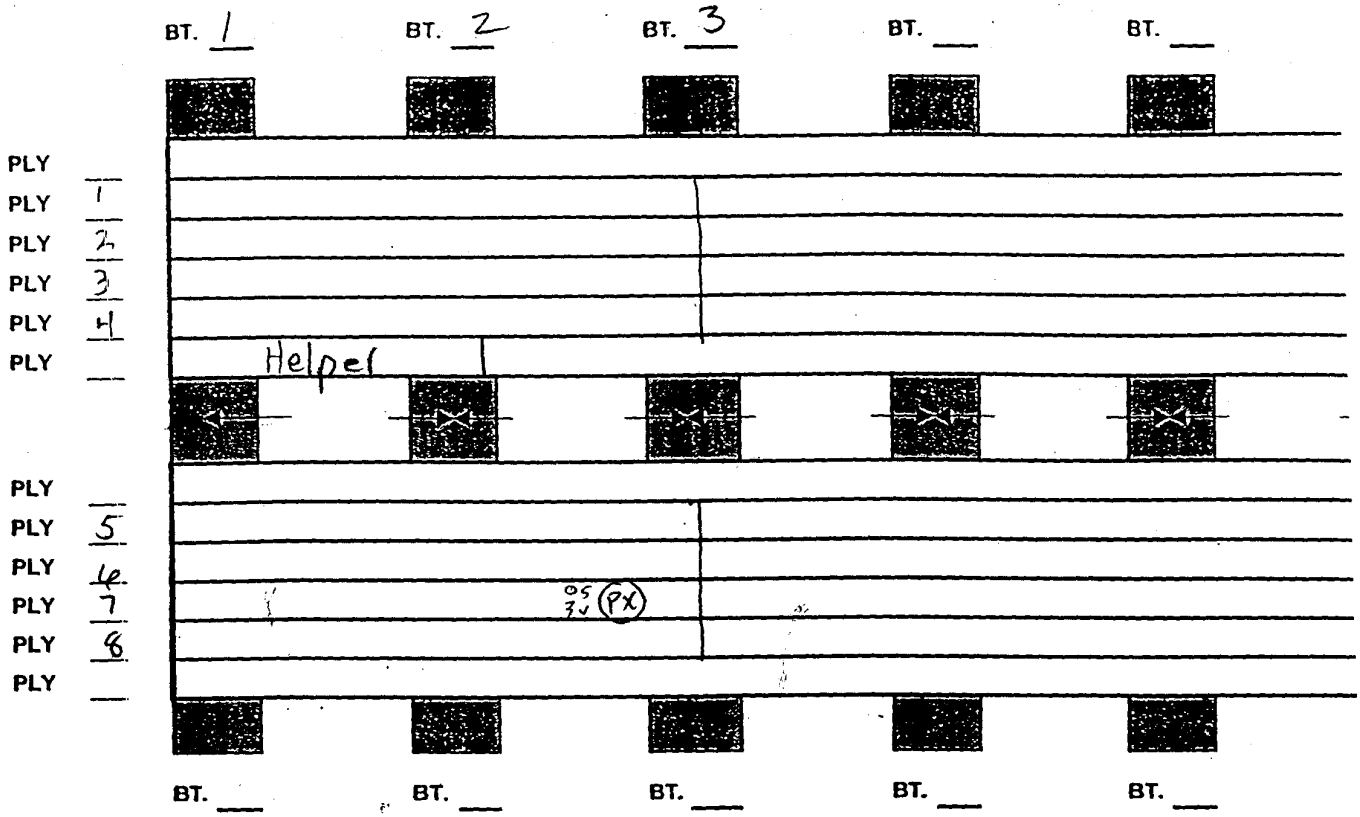
SYMBOLS All Borings in Inches and Fractions to nearest ¼"

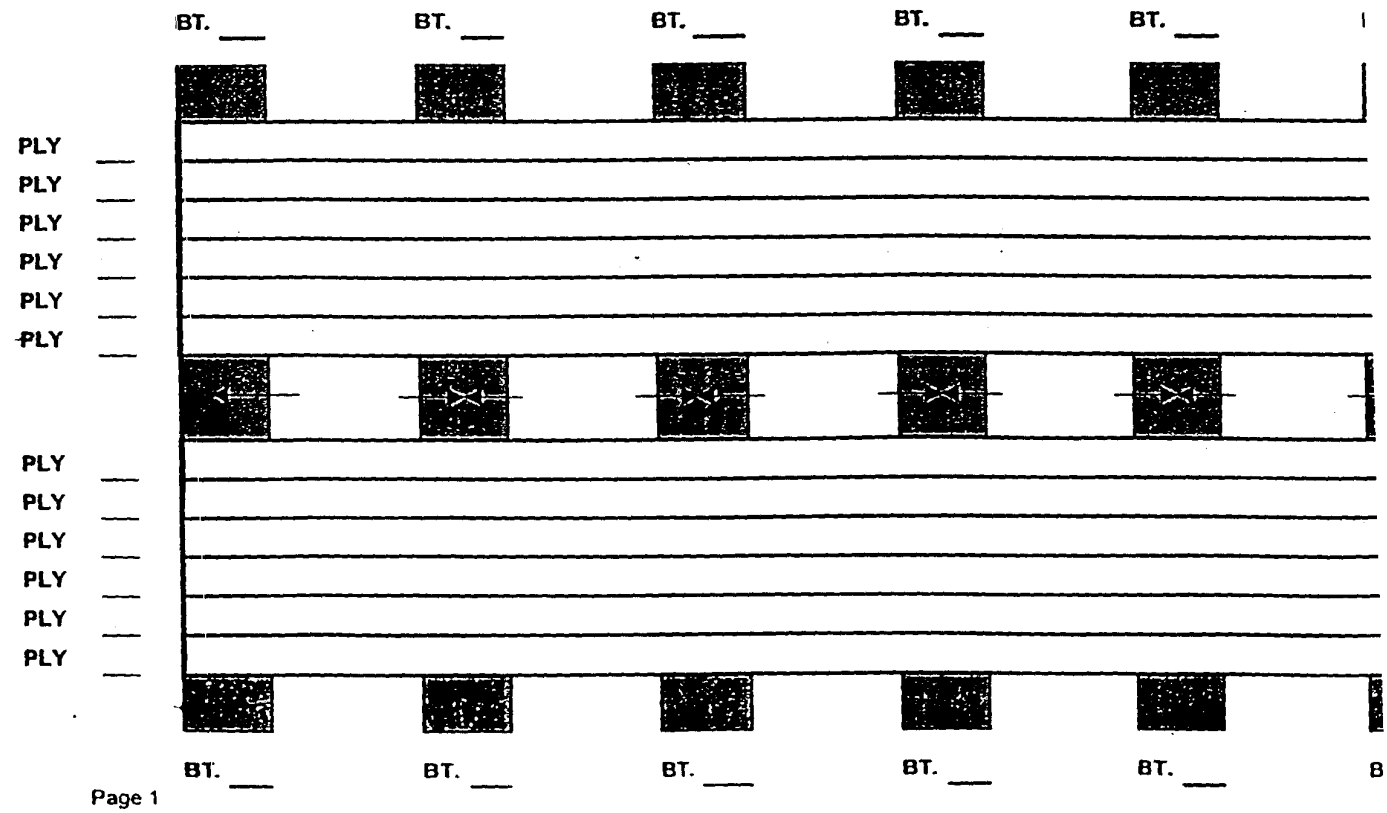
H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DR — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWeld
O/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 Is (N) S E W
(Timetable)

SIGNED KT 66

Bridge # 212 Customer San Pedro + Southwestern RR St





Osmose®

San Pedro Southwestern Railroad



Bridge 2.35

San Pedro & Southwestern Railway

LINE: Main Line

Osmose®

INSPECTION SUMMARY

BRIDGE # 2.86

MILEPOST: 2.86 SECTION# 1

TYPE: BDPT LOCATION: Benson, AZ

INSPECTION DATE: 5/ 9/2005 INSPECTOR: KT & GG

Findings:

Headwalls - OK
Ballast Retainers - Fair (leaning)

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.1	5	RAILROAD	Continue to inspect bridge on regular railroad inspection schedule

OSMOSE RAILROAD SERVICES, INC.

140.24b

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 5-9 20 05

Owner San Pedro + Southwestern Reg./Div. _____ Bridge No. 286

Dist./Sub/Branch Main Line

Location Benson, AZ

Type: (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 _____

BENT	PILES PER BENT	PILE	PILE HT.	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	G/L TR.	PP	LIN. FT. PILING
1	5	2	5	1½	4	1									
2	5	1	3½			PP	(A)	6/L							
		5		1	3	3½									
3	Post 5		3½			Framed on ?									
										Head Walls - OK					
										Ballast Retainers - Fair Leaning					
										26" of Ballast					

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

H — Heart
X — Reject
Y — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWeld
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 Is (N) S E W
(Timetable)

SIGNED KT 66

Osmose®

San Pedro Southwestern Railroad



Bridge 3.27

San Pedro & Southwestern Railway

LINE: Main Line

Osmose®

INSPECTION SUMMARY

BRIDGE # 3.27

MILEPOST: 3.27 SECTION# 1

TYPE: ODPT LOCATION: Benson, AZ

INSPECTION DATE: 5/ 9/2005 INSPECTOR: KT & GG

Findings:

Headwalls - OK
Approaches - Low
Guard Timber - OK
Ties - Fair

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.1	4	RAILROAD	Add ballast and tamp up both approaches

OSMOSE RAILROAD SERVICES, INC.

140.24b

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 5-9 20 05

Owner San Pedro + Southwestern RR Reg./Div. _____ Bridge No. 327

Dist./Sub/Branch Main Line

Location Benson, AZ

Type: (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 _____

BENT	PILES PER BENT	PILE	PILE HT.	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	G/L TR.	PP	LIN. FT. PILING
1	5		4				S-	OK							
2	5		7				S-	OK							
3	5		5½				S-	OK							
					All	Bts				Double Capped					
										Headwalls - OK					
										Apps - Low					
										6T - OK					
			(25)		(7½x8x9)					Ties - Fair					

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DR — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWeld
O/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 Is (N) S E W
(Timetable)

SIGNED KT

Osmose®

San Pedro Southwestern Railroad



Bridge 3.70

San Pedro & Southwestern Railway

LINE: Main Line

Osmose®

INSPECTION SUMMARY

BRIDGE # 3.70

MILEPOST: 3.70 SECTION# 1

TYPE: ODPT LOCATION: Benson, AZ

INSPECTION DATE: 5/9/2005 INSPECTOR: KT & GG

Findings:

Headwalls - OK
Approaches - Low
Ties - Fair to Poor (6 reject, plate cut)

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.2	3	OSMOSE	Replace all bridge ties
2	1.1	3	RAILROAD	Add ballast and tamp up both approaches

OSMOSE RAILROAD SERVICES, INC.

140 24b

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 5-9 20 05

Owner San Pedro + Southwestern RR Reg./Div. _____ Bridge No. 370

Dist./Sub/Branch Main Line

Location Benson, AZ

Type: (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 _____

BENT	PILES PER BENT	PILE	PILE HT.	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	G/L TR.	PP	LIN. FT. PILING
1	5		3				5-OK								
2	5		4½				5-OK								
3	5		5				5-OK								
										4" Shim all bts					
										Apps-Low (3)					
										(25) (7½ x 7½ x 8) Ties - Fair to Poor (6X) (Plate cut)					
										Headwalls-OK					

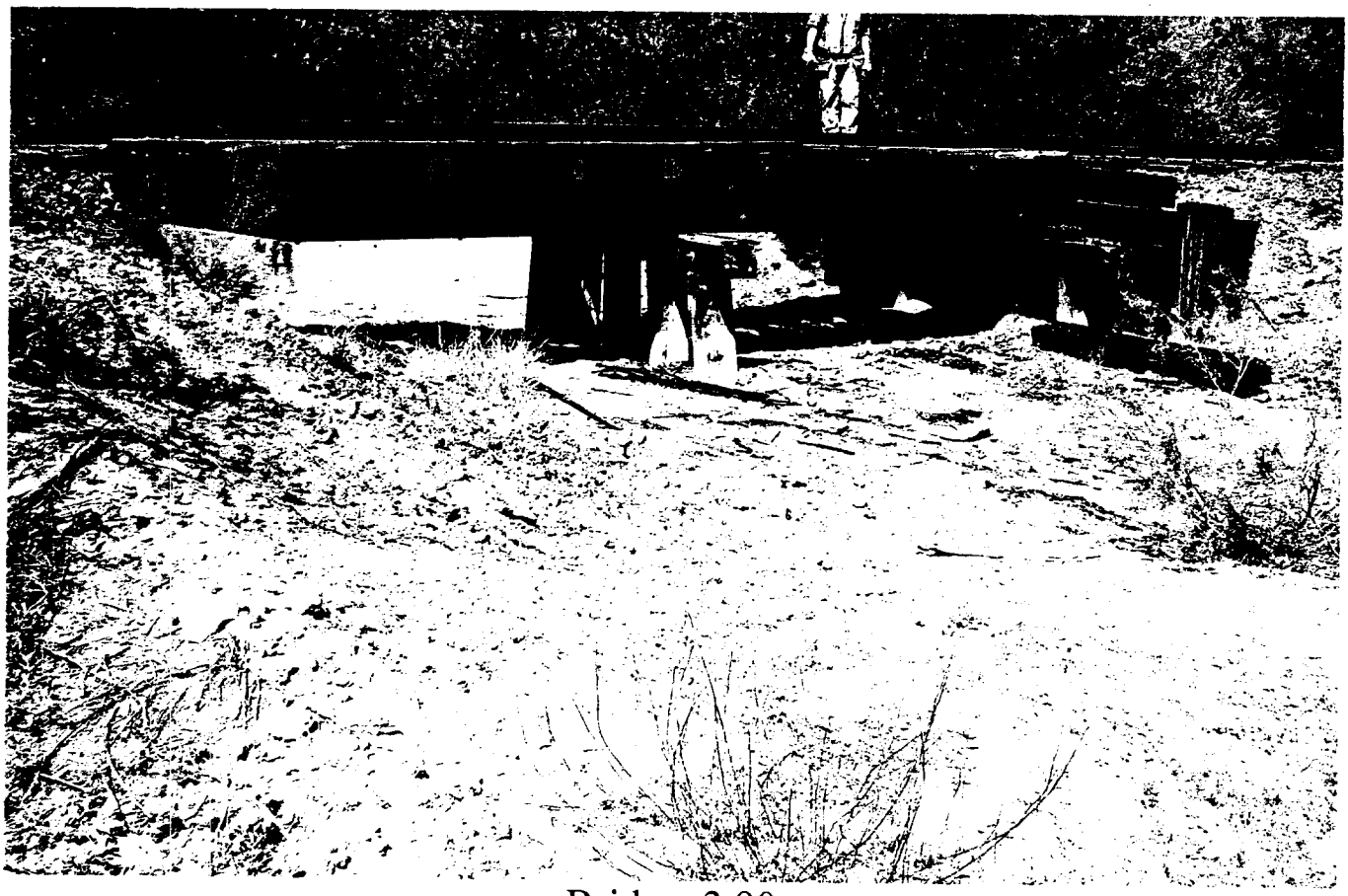
SYMBOLS All Borings in Inches and Fractions to nearest ¼"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWeld
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 Is (N) S E W
(Timetable)

SIGNED KT

San Pedro Southwestern Railroad



Bridge 3.90

San Pedro & Southwestern Railway

LINE: Main Line

Osmose®

INSPECTION SUMMARY

BRIDGE # 3.90

MILEPOST: 3.90 SECTION# 1

TYPE: ODPT LOCATION: Benson, AZ

INSPECTION DATE: 5/ 9/2005 INSPECTOR: KT & GG

Findings:

Bent 1

1" Tapered gap over Pile 4
Cap - Reject (vertical split)

Bent 3

Post 4 - Reject
Post 5 - Reject

Approaches - Low
Guard Timber - OK
Headwalls - OK
Ties - Fair (5 reject)

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.3	2	RAILROAD	Add ballast and tamp up both approaches
2	1.1	2	RAILROAD	Replace: - Cap on Bent 1 (vertical split)
3	1.2	3	OSMOSE	Post: - Post 4 of Bent 3 - Post 5 of Bent 3
4	1.4	4	RAILROAD	Spot replace 5 bridge ties

OSMOSE RAILROAD SERVICES, INC.

140.24b

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 5-9 20 05

Owner San Pedro + Southwestern RR Reg./Div. _____ Bridge No. 3 90

Dist./Sub./Branch Main Line

Location Curtiss, AZ

Type: (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 _____

BENT	PILES PER BENT	PILE	PILE HT.	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	G/L TR.	PP	LIN. FT. PILING
1	5	CAP	2½		CAP-		(X)	V-Split (2)		1" Tapered gap over P4					
										4" Shims					
2	5	CAP	4	over P3	OK					1½" Shims					
3	5		1½		Piles 1-3-4-5					Posted (A) 6/6					
		4		D/P	3	8					11X11	X			
		5		D/P	SPLIT					4" Shims	14X14	X			
										Apps- Low (2)					
										6T-OK					
										Headwalls-OK					
	(7½	X10	X9)		(22)				Ties-	Fair (5X)					

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

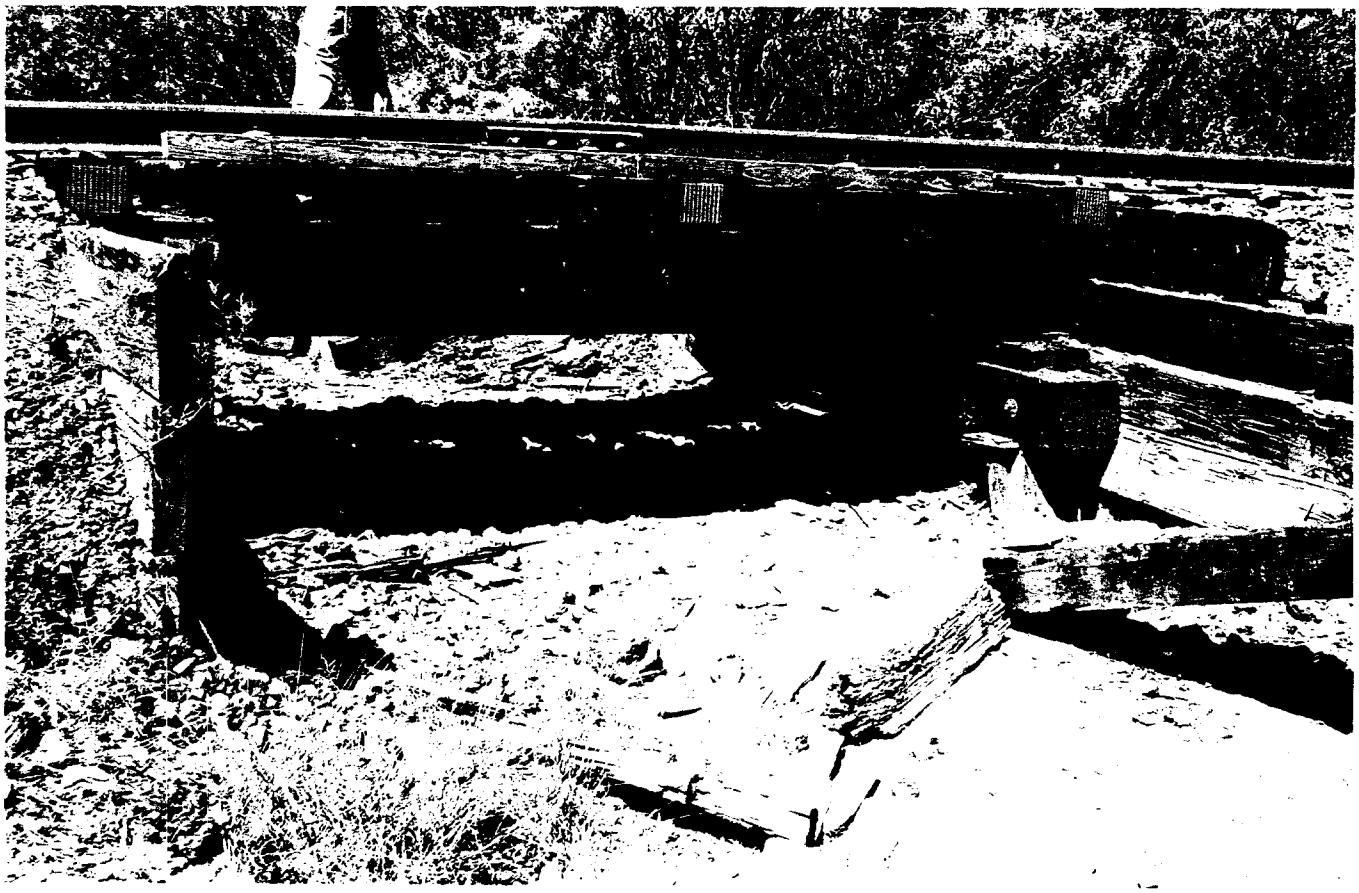
H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — Osmofield
O/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 Is (N) S E W
(Timetable)

SIGNED KT

Osmose®

San Pedro Southwestern Railroad



Bridge 4.43

San Pedro & Southwestern Railway

LINE: Main Line

Osmose®

INSPECTION SUMMARY

BRIDGE # 4.43

MILEPOST: 4.43 SECTION# 1

TYPE: ODPT LOCATION: Curtiss, AZ

INSPECTION DATE: 5/ 9/2005 INSPECTOR: KT & GG

Findings:

Bent 1

Bent may be driving

Bent 2

Shim - Possible Reject

Ties - Fair
Guard Timber - OK
North Headwall - Poor (bottom timbers reject)
Approaches - Low

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.3	3	OSMOSE	Rebuild north headwall
2	1.5	4	OSMOSE	Replace all bridge ties
3	1.2	4	RAILROAD	Add ballast and tamp up both approaches
4	1.1	4	OSMOSE	Replace: - Shim on Bent 2
5	1.4	5	RAILROAD	Monitor: - Bent 1 for additional driving

OSMOSE RAILROAD SERVICES, INC:

140.24b

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 5-9 20 05

Owner San Pedro + Southwestern RR Reg./Div. _____ Bridge No. 4 43

Dist/Sub/Branch Main Line

Location Curtiss, AZ

Type: (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 _____

BENT	PILES PER BENT	PILE	PILE HT.	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	GL TR.	PP	LIN. FT. PILING
1	5		1		All	piles have				2-3" of Shims					
										4" Shims					
							Chord		1	1½" Shims					
									2	3" Shims					
				Bent	Driving				—	?					
2	Post 5		—		Framed	on				?					
										4" shim + 2" Shims					
		4" Shim		over P5	3½	2	4" Shim			(PX)					
					(11)		Ties - Fair (8 x 10 x 9								
							GT-Ok								
					North	Headwall - Poor (bottom timbers)									
							Apps - Low								(X)

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWeld
O/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 Is (N) S E W
(Timetable)

SIGNED KT 66

Osmose®

San Pedro Southwestern Railroad



Bridge 5.32

San Pedro & Southwestern Railway

LINE: Main Line

Osmose®

INSPECTION SUMMARY

BRIDGE # 5.32

MILEPOST: 5.32 SECTION# 1

TYPE: ODPT LOCATION: Curtiss, AZ

INSPECTION DATE: 5/9/2005 INSPECTOR: KT & GG

Findings:

Bent 4

South Sway Brace - Reject

Bent 5

Both Sway Braces - Reject

Bent 6

Cap - Minor cornering @ Chord 1
Shim - Reject (crushed @ Chord 1)

Bent 7

Pile 3 - Reject

Headwalls - OK
Guard Timber - Fair to Poor
Ties - OK
Approaches - Low

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.2	2	OSMOSE	Replace: - Shim on Bent 6 (crushed @ Chord 1)
2	1.6	4	RAILROAD	Replace all guard timber
3	1.5	4	RAILROAD	Add ballast and tamp up both approaches
4	1.4	4	OSMOSE	Post: - Pile 3 of Bent 7
5	1.1	4	OSMOSE	Replace: - South Sway Brace on Bent 4 - Both Sway Braces on Bent 5
6	1.3	5	RAILROAD	Monitor: - Cap on Bent 6 (minor cornering @ Chord 1)

OSMOSE RAILROAD SERVICES, INC.

140.24b

RAILROAD BRIDGE DIVISION
BORING RECORD

SHEET 1 of 1 SHEETS

Date 5-9 20 05

Owner San Pedro + Southwestern RR Reg./Div. _____ Bridge No. 532

Dist./Sub/Branch Main Line

Location Curtiss, AZ

Type: (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 _____

BENT	PILES PER BENT	PILE	PILE HT.	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	G/L TR.	PP	LIN. FT. PILING
1	5	CAP	5½	over P5	ok					2" Shims					
		2		6/L	ok										
2	5		12							2" Shims					
3	5		13							2" Shims					
4	5	5	13	2	3	1				2" Shims					
					South Sway Brace - (X)										
5	5	2	13	6/L	ok					2" Shims					
		3		6/L	ok										
					Both Sway Braces - (X)										
		2		D/P	3	6	9	2							
6	5	Shim	13		Shim	- (X) Crushed (A) chord 1				2" Shim					
		CAP			CAP	- Minor cornering under chord						1			
7	5	1	10	1½	5½	1½				2" Shim					
		3		1½	2	9	2	9			13	X			
		5		6/L	ok										
8	5		-			2" Shims				buried					
										Apps - Low					
				Headwalls	- OK		6T	-		Fair to Pool					
					(85)		(7½ x 7½ x 9)			Ties - OK					

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWeld
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 Is (N) S E W
(Timetable)

SIGNED KT 66

Osmose®

San Pedro Southwestern Railroad



Bridge 5.70

Osmose®

INSPECTION SUMMARY

BRIDGE # 5.70

MILEPOST: 5.70 | SECTION# 1

TYPE: ODPT | LOCATION: Curtiss, AZ

INSPECTION DATE: 5/9/2005 | INSPECTOR: KT & GG

Findings:

Bent 3

Cap cornering over Pile 1

Approaches - Low
South Headwall - Top plank reject
North Headwall - OK
Ties - Poor (spike kill)

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.4	2	OSMOSE	Replace all 37 bridge ties (spike kill)
2	1.3	4	RAILROAD	Replace: - Top plank on south headwall
3	1.1	4	RAILROAD	Add ballast and tamp up both approaches
4	1.2	5	RAILROAD	Monitor: - Cap on Bent 3 (cornering @ Pile 1)

OSMOSE RAILROAD SERVICES, INC.

140.24b

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 5-9 20 05

Owner San Pedro + Southwestern RR Reg./Div. _____ Bridge No. 570

Dist./Sub/Branch Main Line

Location Curtiss, AZ

Type: (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 _____

BENT	PILES PER BENT	PILE	PILE HT.	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	G/L TR.	PP	LIN. FT. PILING
1	5		5				S+OK								
2	5		5				S+OK								
3	5	CAP	5	over PI	CAP Cornering					(5)					
4	5		4				S+OK								
										Apps - Low					
										South Head wall - Top Plank (X)					
										North Head wall - OK					
					(37)		(7½ x 7¼ x 8)			Ties - Poor (Spike Kill)					

SYMBOLS All Borings In Inches and Fractions to nearest ¼"

H	— Heart	PP	— Previously Posted
X	— Reject	PX	— Possible Reject
V	— Void	ST	— Shell Thickness
SR	— Shell Rot	P/W	— Heavy Duty Pile Wrap
RS	— Ring Separation	O/W	— OsmoWeld
DP	— Decay Ring	D/P	— Drift Pin
DP	— Decay Pocket	G/L	— Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 Is (N) S E W
(Timetable)

SIGNED KT 66

San Pedro Southwestern Railroad



Bridge 6.91

San Pedro & Southwestern Railway

LINE: Main Line

Osmose®

INSPECTION SUMMARY

BRIDGE # 6.91

MILEPOST: 6.91 | SECTION# 1

TYPE: ODPT | LOCATION: Curtiss, AZ

INSPECTION DATE: 5/ 9/2005 | INSPECTOR: KT & GG

Findings:

South headwall - Poor (undermined, very tall)
Walkways - OK
Approaches - Low
Ties - Fair

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.2	2	RAILROAD	Place sacrete @ south headwall to prevent undermining
2	1.3	4	OSMOSE	Replace all bridge ties
3	1.1	4	RAILROAD	Add ballast and tamp up both approaches

OSMOSE RAILROAD SERVICES, INC.

140.24b

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 5-9 20 05

Owner San Pedro + Southwestern RR Reg./Div. _____ Bridge No. 691

Dist./Sub/Branch Main Line

Location Curtiss, AZ

Type: (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 _____

BENT	PILES PER BENT	PILE	PILE HT.	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	G/L TR.	PP	LIN. FT. PILING
1	5	2	5¼	3	5	1				2" Shims					
2	5		9			5-OK				2½ Shims					
3	5		11½			5-OK				2½ Shims					
4	5		12			5-OK									
			(very Tall)							South Headwall - Poor (2' undermined) Place Sac Crete bags (2) Walkways - OK Apps - Low					
					(36)	(7'A x 7½ x 8)				Ties - Fair					

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWeld
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 Is (N) S E W
(Timetable)

SIGNED _____ KT 666

Osmose

San Pedro Southwestern Railroad



Bridge 7.58

San Pedro & Southwestern Railway

LINE: Main Line

Osmose®

INSPECTION SUMMARY

BRIDGE # 7.58

MILEPOST: 7.58	SECTION# 1
TYPE: ODPT	LOCATION: Curtiss, AZ
INSPECTION DATE: 5/9/2005	INSPECTOR: KT & GG

Findings:

Bent 1

3/4" Tapered gap under Subcap @ Chord 2

Ties - Fair to Poor (4 reject)
Approaches - Low
Headwalls - OK

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.3	3	RAILROAD	Spot replace 4 bridge ties
2	1.1	3	RAILROAD	Shim or Epoxy: - Under Subcap of Bent 3
3	1.2	4	RAILROAD	Add ballast and tamp up both approaches

OSMOSE RAILROAD SERVICES, INC.

140.24b

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 5-9 20 05

Owner San Pedro + Southwestern RR Reg./Div. _____ Bridge No. 758

Dist./Sub/Branch Main Line

Location Curtiss, AZ

Type: (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 _____

BENT	PILES PER BENT	PILE	PILE HT.	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	G/L TR.	PP	LIN. FT. PILING
1	5		1½			¾	Tg under Sub Cap								
							(A) chord 2								
2	5	Sub Cap	1	over P3	ok										
					(13)		Ties - Fair to Poor (4 (X))								
										Apps - Low					
										Headwalls - Ok					

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWeld
O/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 Is (N) S E W
(Timetable)

SIGNED KT 66

San Pedro Southwestern Railroad



Bridge 7.70

San Pedro & Southwestern Railway

LINE: Main Line

Osmose®

INSPECTION SUMMARY

BRIDGE # 7.70

MILEPOST: 7.70 SECTION# 1

TYPE: ODPT/ODFT LOCATION: Curtiss, AZ

INSPECTION DATE: 5/ 9/2005 INSPECTOR: KT & GG

Findings:

Bent 2

Post 3 - Reject

Bent 3

Cap - Possible Reject (vertical split)

Bent 4

1/2" Tapered Gap over Pile 5
1/2" Gap over Pile 6

Bent 6

Shim - Reject (crushing @ Chord 1)

Span 2

Stringer 1 - Possible Reject
Stringer 2 - Possible Reject
Stringer 3 - Visual Reject
Stringer 4 - Visual Reject
Stringer 6 - Possible Reject

Span 3

Stringer 2 - Visual Reject
Stringer 3 - Visual Reject
Stringer 4 - Visual Reject
Stringer 5 - Possible Reject
Stringer 6 - Visual Reject
Stringer 8 - Reject

Span 5

Stringer 5 - Reject
Stringer 6 - Possible Reject
Stringer 7 - Reject
Stringer 8 - Visual Reject

Span 6

Stringer 3 - Possible Reject
Stringer 6 - Possible Reject
Stringer 7 - Reject
Stringer 8 - Reject

North Headwall - Bees
Approaches - Low
Guard Timber - OK
Headwalls - OK
Stringers - Poor (dapped 1")
Ties - Fair to Poor (6 reject)

Osmose®

INSPECTION SUMMARY

BRIDGE # 7.70

MILEPOST: 7.70 | SECTION# 1

TYPE: ODPT/ODFT | LOCATION: Curtiss, AZ

INSPECTION DATE: 5/ 9/2005 | INSPECTOR: KT & GG

Findings:

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.8	2	OSMOSE	Replace: - Stringer 7 in Span 6 (crushing) - Stringer 8 in Span 6 (crushing)
2	1.7	2	OSMOSE	Replace: - All stringers in Spans 2 & 3 - All stringers in Chord 2 of Span 5
3	1.6	2	OSMOSE	Replace: - Shim on Bent 6 (crushing @ Chord 1)
4	1.9	4	OSMOSE	Replace: - Stringer 3 in Span 6 - Stringer 6 in Span 6
5	1.5	4	OSMOSE	Shim or Epoxy: - Over Pile 5 of Bent 4 - Over Pile 6 of Bent 4
6	1.4	4	OSMOSE	Replace: - Cap on Bent 3 (vertical split)
7	1.3	4	OSMOSE	Post: - Post 3 of Bent 2
8	1.2	4	RAILROAD	Spot replace 6 bridge ties
9	1.1	4	RAILROAD	Add ballast and tamp up both approaches

Bees – North Headwall

OSMOSE RAILROAD SERVICES, INC.

140.24b

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 5-9 20 05

Owner San Pedro + Southwestern RR Reg./Div. _____ Bridge No. 770

Dist./Sub/Branch Main Line

Location Curtiss, AZ

Type: (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 _____

BENT	PILES PER BENT	PILE	PILE HT.	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	G/L TR.	PP	LIN. FT. PILING
1	4		5												
2	Post 4	3	4	G/L	SPLIT						11x11	X			
3	Post 5	Sub Cap	4	Btw 2-3	ok					3½ shims					
		Cap		over P4	ok		Cap -	PX		v-split					
4	6	3/5	4½		PP	A	G/L			2" Shims					
						½	Tg	P5		½g P6					
5	Post 5									4" shims					
6	Post 5		4							4" shim					
		Shim			Shim	X	Crushing	A		chord 1					
7	Post 5		1½												
									All	sills - buried					
					Apps - Low					G-T-OK					
										Headwalls-OK					
					Bts	1	2	3	4	+7 have 7½ sub caps					
										Stringers - Poor					
		Stringers Dapped 1"								SANTA FE Bracing					
					(55) Ties - Fair to Poor					6 X 7½x9x9					
										(55) Ties - OK					

Apps - Low

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWeld
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 Is (N) S E W
(Timetable)

SIGNED KT GC

Page 1 of 1 Railroad San Pedro + Southwestern RR

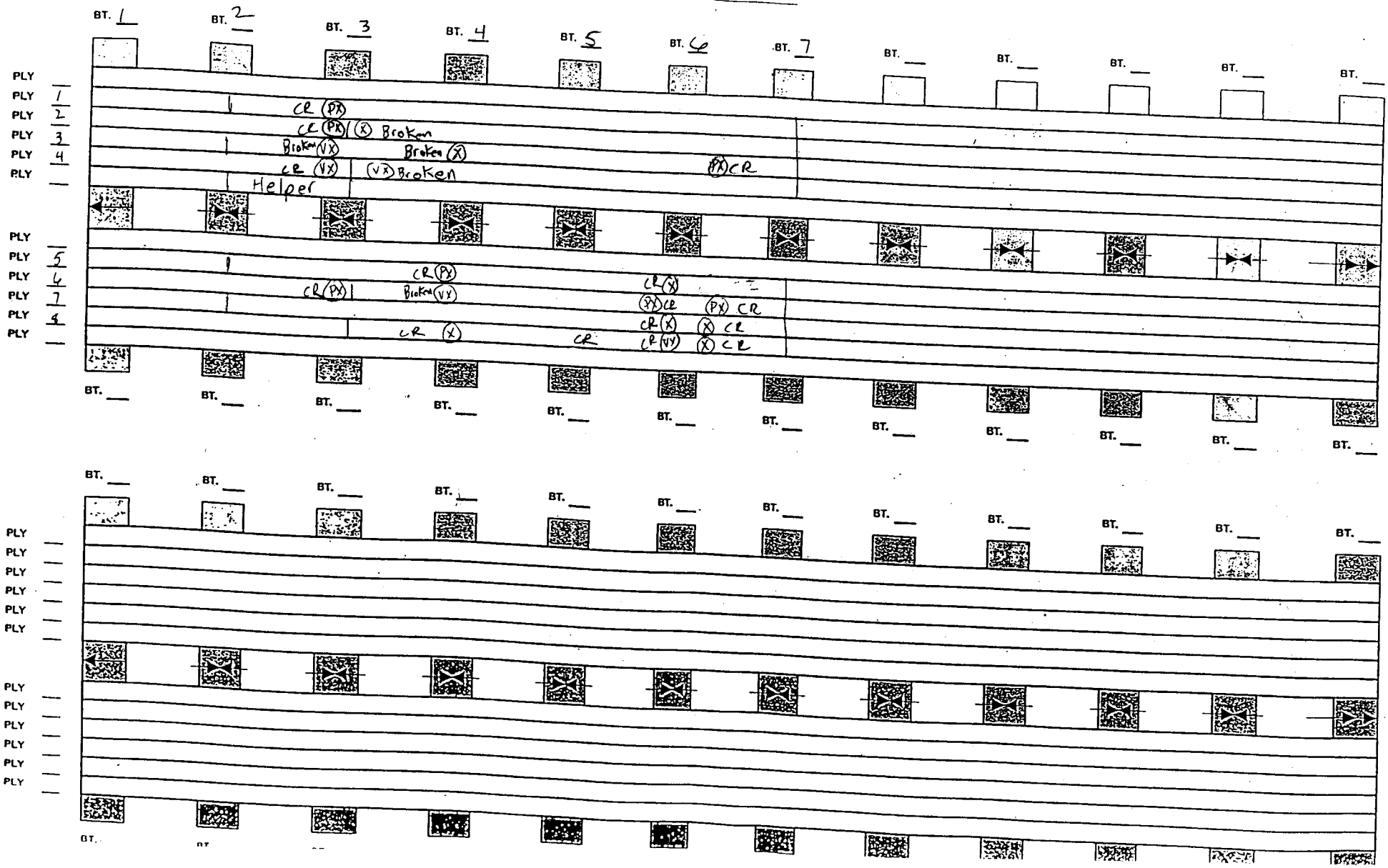
Bridge Type ODPT / FT Stringer Size 7½ x 17 Line/Sub Main Line

Dapped (all or some) (approx. inches) _____ Simple Spans NO

Packed / Lag Spaced Packing Bolts OK

Stringer Schematic

Bridge # 7 70



San Pedro & Southwestern Railway

LINE: Main Line

Osmose®

INSPECTION SUMMARY

BRIDGE # 9.97

MILEPOST: 9.97 | SECTION# 1

TYPE: ODPT | LOCATION: Cecil Wash, AZ

INSPECTION DATE: 5/ 9/2005 | INSPECTOR: KT & GG

Findings:

Bent 1

Bent is low 1"

Headwalls - OK
Guard Timber - OK
Ties - OK

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.1	3	OSMOSE	Install: - Shim on Bent 1 (low 1")

OSMOSE RAILROAD SERVICES, INC.

140.24b

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 5-9 20 05

Owner San Pedro + Southwestern RR Reg./Div. _____ Bridge No. 9 97

Dist./Sub/Branch Main Line

Location Cecil Wash, AZ

Type: (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 _____

BENT	PILES PER BENT	PILE	PILE HT.	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	G/L TR.	PP	LIN. FT. PILING
1	5		–							buried					
										to stringers					
				Shim Bent 1					1"	bent is Low					
2	5		–							buried					
					6"	Sub Cap									
					3"	Shim									
3	5		1½		6"	Sub Cap									
					3"	Shim									
4	5		–							buried					
										3" Shim					
										6T-OK					
										Headwalls-OK					
					(36)		(7½ x 10 x 9)			Ties-OK					

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWeld
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 Is (N) S E W
(Timetable)

SIGNED KT 66

Osmose

San Pedro Southwestern Railroad



Bridge 10.44

San Pedro & Southwestern Railway

LINE: Main Line

Osmose®

INSPECTION SUMMARY

BRIDGE # 10.44

MILEPOST: 10.44	SECTION# 1
TYPE: Beam Span	LOCATION: Cecil Wash, AZ
INSPECTION DATE: 5/9/2005	INSPECTOR: KT & GG

Findings:

Approaches - Low
Ties - Fair to Poor (spike kill)
Walkway - OK

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.2	3	OSMOSE	Replace all 16 bridge ties
2	1.1	4	RAILROAD	Add ballast and tamp up both approaches

Osmose.

BID SHOWING/ INSPECTION REPORT

DATE: 5-9-5 BY: 66/KT

Bridge No: 10 44

CUSTOMER INFORMATION:

CUSTOMER NAME: San Pedro + Southwestern RR

REGION: | DIVISION: Main Line | DISTRICT:

BRIDGE DESCRIPTION:

LENGTH: 23 | # OF SPANS: 1 | # OF TRACKS: 1 | YEAR BUILT:

TYPE: DPG • TPG • TRUSS • SLAB • ARCH • TRESTLE • ODPT • (BEAM SPAN •) BDPT • OTHER •

(Show overall picture of bridge)

NO. MEMBERS FROM (E) (W) (N) (S) (Railroad Direction) | MILEAGE INCREASES FROM (E) (W) (N) (S) to (E) (W) (N) (S) (Railroad Direction)

APPROXIMATE LOCATION: _____ miles (E) (W) (N) (S) (Compass) of the town of: Cecil Wash, AZ

Overall Sketch: (include span lengths)

2 H pile Bents

4 beams (2 per chd)

open Deck

Typical Bent or Pier Sketch:

GENERAL:

ACCESS TRUCK • BOMB • RAIL • Park Work Trailer: Park Concrete Pump:

Sketch Directions to Bridge: Directions:

GPS COORDINATES: Nearest Crossing:

BRIDGE: (TANGENT •) CURVE • Superelevation is in _____

GUARD RAIL: YES • (NO •) WALKWAY: (YES •) NO • LOCATION: both

SKEWED: YES • (NO •) Type of Walk: Dim: x x long 5 feet

FIBRE OPTICS: YES • (NO •) CULVERT: (YES •) NO •

BRIDGE IS OVER Wash Maximum Bridge Height: 9

Bents or Piers in Water: Maximum Water Depth: ____

		Bridge No: 1044

CONDITION

LINE & SURFACE:	POOR •	FAIR •	GOOD •	(3)	
APPROACHES:	POOR •	FAIR •	GOOD •	(LOW)	EROSION PROBLEMS:
TIES:	POOR •	FAIR • (3)	GOOD •	SIZE: 8 X 10 X 9	QUANTITY: 16 (Spike Kill)
HEADWALLS:	POOR •	FAIR •	GOOD •		
WALKWAY:	POOR •	FAIR •	GOOD • (OK)		
GUARDTIMBER	POOR •	FAIR •	GOOD •	SIZE:	

SUPERSTRUCTURE (Note any defects):

No significant defects located

SUBSTRUCTURE (Note any defects):

No significant defects located

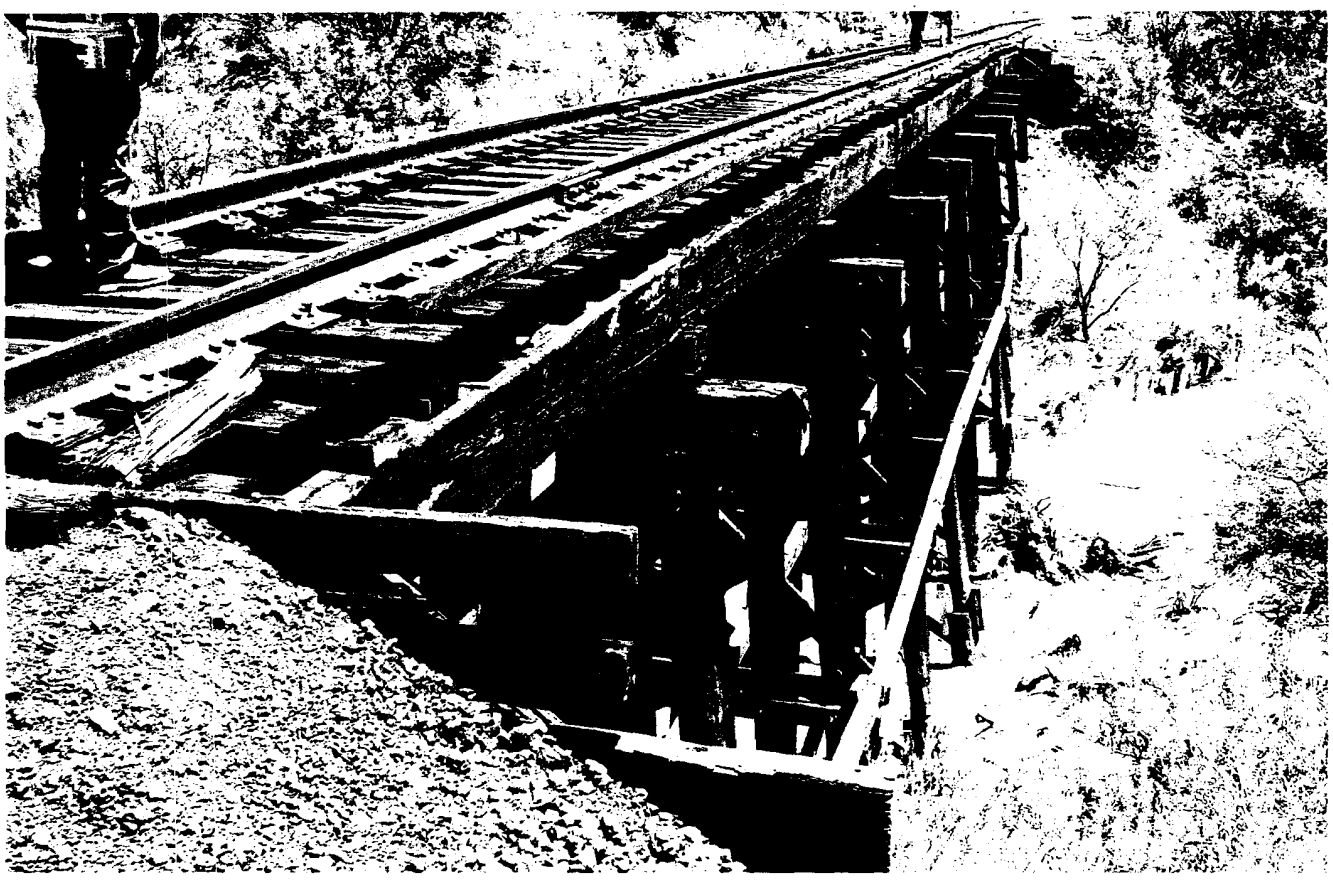
RECOMMENDED WORK AND PRIORITY RATING

Work designated with an asterisk (*) should be addressed immediately.

PHOTOS

Roll #_____	# (Overall Picture of Bridge)
#	# (Picture of Deck)
#	# (Jacking setup)
#	# (Close-up of Repair)
#	# (Overall view of Repair)
#	# (Access and Parking Trailer)
#	#
#	#
#	#

San Pedro Southwestern Railroad



Bridge 11.30

San Pedro & Southwestern Railway

LINE: Main Line

Osmose®

INSPECTION SUMMARY

BRIDGE # 11.3

MILEPOST: 11.30 | SECTION# 1

TYPE: ODPT | LOCATION: Cecil Wash, AZ

INSPECTION DATE: 5/ 9/2005 | INSPECTOR: K Trickle/G Grumke

Findings:

Bent 1

Bent Driving (14' of penetration)

Bent 2

1" Gap over Pile 1
1/2" Gap over Pile 2
1/2" Tapered Gap over Pile 4
1/2" Tapered Gap over Pile 5
Subcap - Split

Bent 3

Pile 1 - Reject
Pile 4 - Visual Reject
Pile 6 - Visual Reject
Cap - Possible Reject (Slight Crushing)
Shim - Reject (crushing under Chord 1)

Bent 4

Pile 4 - Visual Reject
Cap - Possible Reject

Bent 5

Cap - Slight Cornering

Bent 6

Cap - Reject

Bent 7

Pile 1 - Reject
Post 6 - Reject
Cap - Slight Crushing/ Piles 2 & 3 slight punching

Bent 8

Pile 3 - Reject
Pile 4 - Reject
Pile 6 - Reject
Cap - Reject (Slight Crushing)

Bent 10

Pile 1 - Visual Reject
Pile 3 - Reject
Pile 6 - Reject
Bent is low

Bent 11

Pile 3 - Visual Reject
Pile 4 - Visual Reject

Osmose®

INSPECTION SUMMARY

BRIDGE # 11.3

MILEPOST: 11.30 | SECTION# 1

TYPE: ODPT | LOCATION: Cecil Wash, AZ

INSPECTION DATE: 5/ 9/2005 | INSPECTOR: K Trickle/G Grumke

Findings:

Bent 12

Bent Driving
1/2" Gap over Pile 4

Span 1

Stringer 4 - Visual Reject
Stringer 7 - Visual Reject
Stringer 9 - Visual Reject
Stringer 10 - Visual Reject

Span 2

Stringer 4 - Visual Reject
Stringer 5 - Reject

Span 3

Stringer 2 - Visual Reject
Stringer 5 - Visual Reject
Stringer 8 - Reject
Stringer 10 - Visual Reject

Span 4

Stringer 5 - Visual Reject
Stringer 7 - Visual Reject
Stringer 8 - Visual Reject
Stringer 9 - Visual Reject
Stringer 10 - Visual Reject

Span 5

Stringer 1 - Possible Reject
Stringer 2 - Possible Reject
Stringer 4 - Reject
Stringer 5 - Visual Reject
Stringer 6 - Possible Reject
Stringer 7 - Reject
Stringer 8 - Reject
Stringer 9 - Possible Reject
Stringer 10 - Reject
Stringer 11 - Possible Reject

Span 6

Stringer 5 - Visual Reject
Stringer 6 - Reject
Stringer 7 - Reject
Stringer 8 - Reject
Stringer 9 - Reject

Span 7

Stringer 3 - Possible Reject
Stringer 4 - Reject
Stringer 5 - Visual Reject
Stringer 6 - Visual Reject
Stringer 7 - Visual Reject
Stringer 8 - Reject
Stringer 9 - Visual Reject
Stringer 10 - Visual Reject

San Pedro & Southwestern Railway

LINE: Main Line

Osmose®

INSPECTION SUMMARY

BRIDGE # 11.3

MILEPOST: 11.30 | SECTION# 1

TYPE: ODPT | LOCATION: Cecil Wash, AZ

INSPECTION DATE: 5/9/2005 | INSPECTOR: K Trickle/G Grumke

Findings:

Span 8
- Stringer 2 - Visual Reject
- Stringer 3 - Possible Reject
- Stringer 4 - Visual Reject
- Stringer 5 - Visual Reject
- Stringer 6 - Reject
- Stringer 9 - Visual Reject
- Stringer 10 - Reject
- Stringer 11 - Visual Reject

Span 9
- Stringer 4 - Reject
- Stringer 8 - Visual Reject

Span 10
- Stringer 4 - Reject
- Stringer 7 - Visual Reject
- Stringer 8 - Visual Reject
- Stringer 9 - Visual Reject
- Stringer 10 - Visual Reject

Span 11
- Stringer 4 - Visual Reject
- Stringer 5 - Possible Reject
- Stringer 6 - Reject
- Stringer 7 - Reject

Stringers - Poor
Surface - Poor
Line - Fair
Guard Timber - OK (3 sections reject)
Approaches - Very Low
Headwalls - OK
Ties - Fair to Poor (5 reject, spike kill)
Ties are shimmed in Spans 1, 9 & 10

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.13	2	OSMOSE	Line & Surface bridge.
2	1.6	2	OSMOSE	Replace: - All Stringers
3	1.4	2	OSMOSE	Excavate and cut piles down: Pour Concrete footer and install frame bent: - on Bent 1 - on Bent 12
4	1.3	2	OSMOSE	Post: - Pile 4 of Bent 4 (visual reject) - Pile 3 of Bent 11 (failed) - Pile 4 of Bent 11 (failed)
5	1.2	2	RAILROAD	Add ballast and tamp up both approaches
6	1.1	2	OSMOSE	Frame out: - Bent 3 - Bent 8 - Bent 10

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INSPECTION SUMMARY

BRIDGE # 11.3

MILEPOST: 11.30 SECTION# 1

TYPE: ODPT LOCATION: Cecil Wash, AZ

INSPECTION DATE: 5/ 9/2005 INSPECTOR: K.Trickle/G.Crumke

Findings:

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
7	1.14	3	OSMOSE	Cut down pile tops and replace: - Subcap with a oversized cap on Bent 2
8	1.11	3	OSMOSE	Replace: - Cap on Bent 6
9	1.7	3	OSMOSE	Post: - Pile 1 of Bent 7 - Post 6 of Bent 7
10	1.12	4	OSMOSE	Replace 3 sections of guard timber
11	1.10	4	OSMOSE	Replace: - Cap on Bent 4
12	1.5	4	RAILROAD	Spot Replace 5 bridge ties
13	1.9	5	RAILROAD	Monitor: - Cap on Bent 5 (slight cornering) - Cap on Bent 7 (slight crushing/ piles slight punching)

OSMOSE RAILROAD SERVICES, INC.

140.24b

SHEET 1 of 3 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 5-9 20 05

Owner San Pedro + SWRN Reg./Div. _____ Bridge No. 113

Dist./Sub/Branch Main Line

Location Cecil Wash, AZ

Type: (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 04

BENT	PILES PER BENT	PILE	PILE HT.	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	G/L TR.	PP	LIN. FT. PILING
1	4		2		Bent Driving (14' of Penetration)										
			Piles 1-2-3 have 2" shims												
			chord 1 has various 3 to 5" shims												
				Span 1 shims under ties											
2	6	Sub Cap	14		Subcap - Split (5)										
					1" gap over Pile 1										
					1/2" gap over Pile 2										
					1/2" Tapered gap over Piles						4+5				
3	6	1	19	G/L	0	8					14	X			
		3		G/L	RS										
		4		G/L	Visual (X) - Brooming						13 1/2	VX			
		6		G/L	Visual (X) - Failing						13 1/2	VX			
		CAP		over P3	4 1/2	3	CAP - (PX) (3) slight crushing								
		Shim			3 1/2" Shim (Btwn caps) (X) (3) crushing under chord 1)										
4		1								Pile cribbed (A) G/L					
		3								Pile cribbed (A) G/L					
		4			Visual - (X)					Pile cribbed (A) G/L	13 1/2	VX			
		6			PP (A) 1 1/2"										
		CAP		over P6	6	2 1/2				CAP - (PX) (4)					

SYMBOLS All Borings in Inches and Fractions to nearest 1/4"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWeld
D/P — Drift Pin
G/L — Grounding Area

Bents Numbered From (N S E W)
Piling Numbered From N (S) E W
Bent # 1 Is (N S E W)
(Timetable)

SIGNED K. TRAVIS

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140.24b.

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RAILROAD BRIDGE DIVISION BORING RECORD

SHEET 2 of 3 SHEETS

Bridge No. 113

Date 5-9, ~~19~~ 200

BENT	PILES PER BENT	PILE	PILE HT.	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	G/L TR.	PP	LIN. FT. PILING
5	6	1	23							Pile cribbed (A) 6/L					
		6				PP (A) 3½'									
		Post 6		(A) cutoff	ok										
		CAP		over P6	ok		CAP - Slight Cornering (5)								
6	6	1/3	24							Piles cribbed (A) 6/L					
		CAP		over P1	1	6	CAP - (X)								
7	6	1	24	1	2	7	2	5			10½	X			
		3			PP (A) 3'										
		4			PP (A) 1½										
		Post 6		(A) cutoff	SPLIT		PP (A) 5'				11	XP			
		CAP		over P1	ok										
		CAP			CAP - Slight crushing / Piles 2+3 slight punching (5)										
8	6	3	23	6/L	2	9	4	7			13	X			
		4			3" 6/L	Decay					12	X			
		6		1	5	6	0	5			11½	X			
		1		6/L	ok										
		CAP		over P1	5	4	CAP - (X) (3) slight Crushing								
9	6		20					5 - ok							
10	6	1	12	6/L	Visual (X)						13	VX			
		3		6/L	2½	5	3' DP				12½	X			
		6		6/L	2	6						X			
					Bent Low - Ties shimmed in spans						9+	10			

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RAILROAD BRIDGE DIVISION
BORING RECORD

SHEET 3 of 3 SHEETS

Bridge No. 113

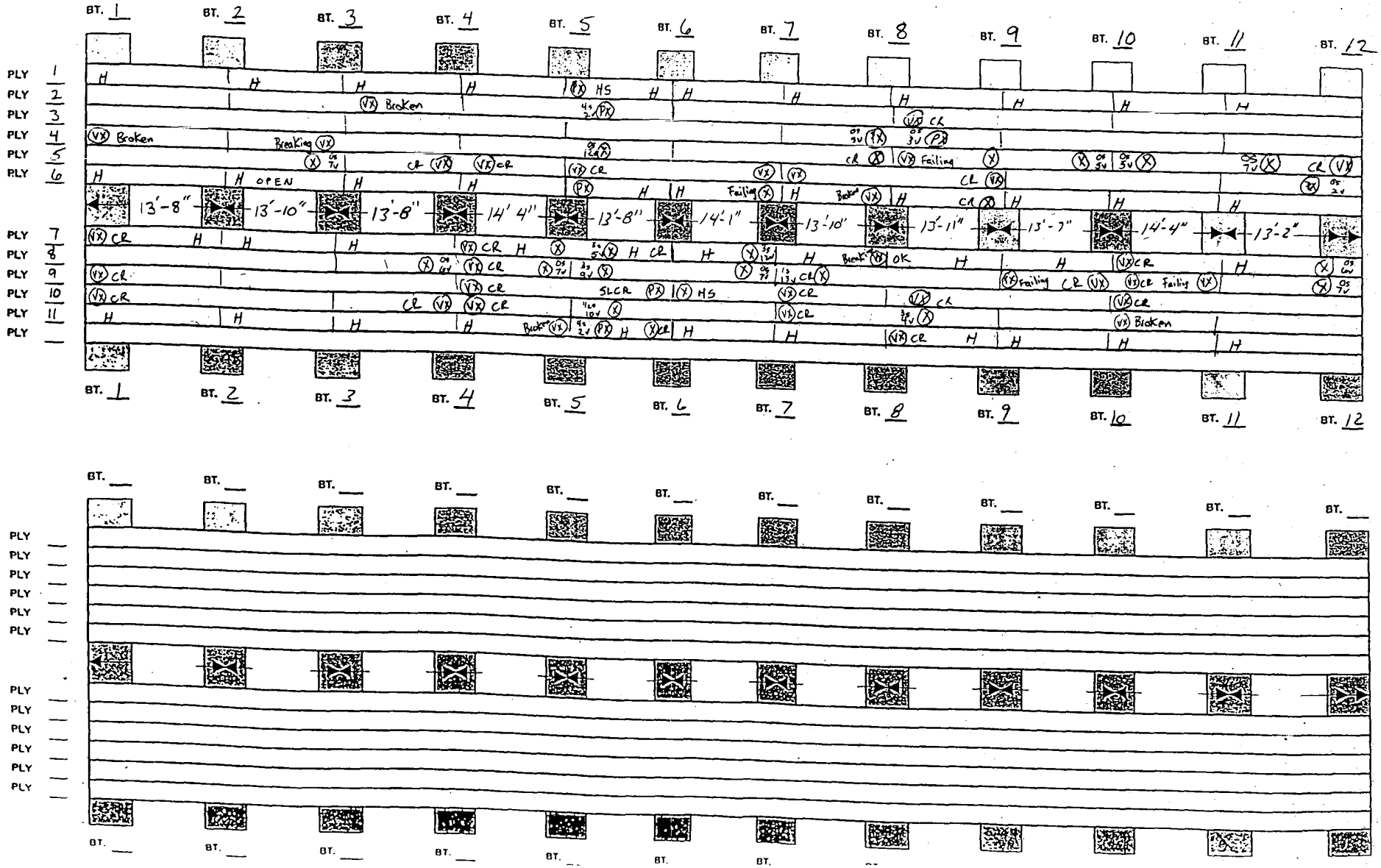
Date 5-9, ~~19~~ 2005

BENT	PILES PER BENT	PILE	PILE HT.	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	G/L TR.	PP	LIN. FT. PILING
11	6	3	6	G/L	visual	-	(X)				13	VX			
		4		G/L	visual	-	(X)				13	VX			
12	6		6			Bent Driving (originally a 4 pile bent)									
		1		G/L	ok										
		CAP		over PL	ok			1/2" gap over Pile 4							
						Surface - Poor									
						Line - Fair									
						GT - OK				(3 Sections (X))					
		(103)				Ties - Fair to poor (spike kill)				(5 (X))					
						Approaches - very Low									
						Headwalls - OK									
				3" to 4"		Surface				BHS 10-11-12					

[redacted] Bridge Type: OPPT [redacted] Line/Sub: MAT [redacted] String [redacted]

Dapped (if some) (approx. inches) 1½" Packing Bolts OK - Some Loose/missi. Bridge # 11

Packed Spaced



Osmose

San Pedro Southwestern Railroad



Bridge 11.78

San Pedro & Southwestern Railway

LINE: Main Line

Osmose®

INSPECTION SUMMARY

BRIDGE # 11.78

MILEPOST: 11.78 | SECTION# 1

TYPE: Concrete Tub | LOCATION: Cecil Wash, AZ

INSPECTION DATE: 5/12/2005 | INSPECTOR: KT & GG

Findings:

Approaches - Low
Walkway - OK

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.1	4	RAILROAD	Add ballast and tamp up both approaches

Osmose.

BID SHOWING/ INSPECTION REPORT

DATE: 5-12-5 BY:

Bridge No: 11 78

CUSTOMER INFORMATION:

CUSTOMER NAME: San Pedro + Southwestern RR

REGION: | DIVISION: | DISTRICT:

BRIDGE DESCRIPTION:

LENGTH: | # OF SPANS: 5 | # OF TRACKS: 1 | YEAR BUILT:

TYPE: DPG • TPG • TRUSS • (SLAB) • ARCH • TRESTLE • ODPT • BEAM SPAN • BDPT • OTHER •

(Show overall picture of bridge) Conc TUB

NO. MEMBERS FROM (E) (W) (N) (S) *(Railroad Direction)*

MILEAGE INCREASES FROM (E) (W) (N) (S) to (E) (W) (N) (S) *(Railroad Direction)*

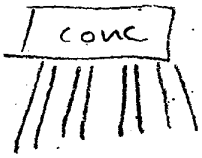
APPROXIMATE LOCATION: _____ miles (E) (W) (N) (S) *(Compass)* of the town of: Cecil Wash, AZ

Overall Sketch: (include span lengths)

6 Bents

Ballast Deck

Typical Bent or Pier Sketch:



4 H pile

GENERAL:

ACCESS TRUCK • BOMB • (RAIL) • Park Work Trailer: Park Concrete Pump:

Sketch Directions to Bridge: **Directions:**

GPS COORDINATES: Nearest Crossing:

BRIDGE: TANGENT • (CURVE) • Superelevation is in _____

GUARD RAIL: YES • (NO) • WALKWAY: (YES) • NO • LOCATION: Both

SKEWED: YES • (NO) • Type of Walk: Conc Dim: x x long

FIBRE OPTICS: YES • (NO) • CULVERT: YES • (NO) •

BRIDGE IS OVER 35 Maximum Bridge Height:

Bents or Piers in Water: Maximum Water Depth:

		Bridge No: 11 78

CONDITION

LINE & SURFACE:	POOR •	FAIR •	GOOD •		
APPROACHES:	POOR •	FAIR •	GOOD •	LOW	EROSION PROBLEMS:
TIES:	POOR •	FAIR •	GOOD •	SIZE:	QUANTITY:
HEADWALLS:	POOR •	FAIR •	GOOD •		
WALKWAY:	POOR •	FAIR •	GOOD •	OK	
GUARDTIMBER	POOR •	FAIR •	GOOD •	SIZE:	

SUPERSTRUCTURE (Note any defects):

No defects located

SUBSTRUCTURE (Note any defects):

No defects located

RECOMMENDED WORK AND PRIORITY RATING

Work designated with an asterisk (*) should be addressed immediately.

PHOTOS

Roll #_____	# (Overall Picture of Bridge)
#	# (Picture of Deck)
#	# (Jacking setup)
#	# (Close-up of Repair)
#	# (Overall view of Repair)
#	# (Access and Parking Trailer)
#	#
#	#
#	#

San Pedro Southwestern Railroad



Bridge 12.96

San Pedro & Southwestern Railway

LINE: Main Line

Osmose®

INSPECTION SUMMARY

BRIDGE # 12.96

MILEPOST: 12.96 | SECTION#: 1

TYPE: ODFT | LOCATION: Cecil Wash, AZ

INSPECTION DATE: 5/12/2005 | INSPECTOR: KT & GG

Findings:

Bent 1

Subcap - Possible Reject (vertical split)

Approaches - Low
Headwalls - OK
Ties - OK
Guard Timber - OK

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.2	4	OSMOSE	Replace: - Subcap on Bent 1 (vertical split)
2	1.1	4	RAILROAD	Add ballast and tamp up both approaches

OSMOSE RAILROAD SERVICES, INC.

140 24b

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 5-12 20 05

Owner San Pedro + Southwestern RR Reg./Div. _____ Bridge No. 12 96

Dist./Sub/Branch Main Line

Location Curtiss Wash, AZ

Type: (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 _____

BENT	PILES PER BENT	PILE	PILE HT.	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	G/L TR.	PP	LIN. FT. PILING
1	Post 6	Sub Cap	5		Sub cap -			(PX)	V	- split					
							Sill -			buried					
										2" ch 1 shims					
2	Post 6		5				Sill -			buried					
										2" ch 1 shim					
					Apps - Low										
					Head walls - OK										
					(12)	Ties - OK				(7½ x 7½ x 8)					
						6 T - OK									

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

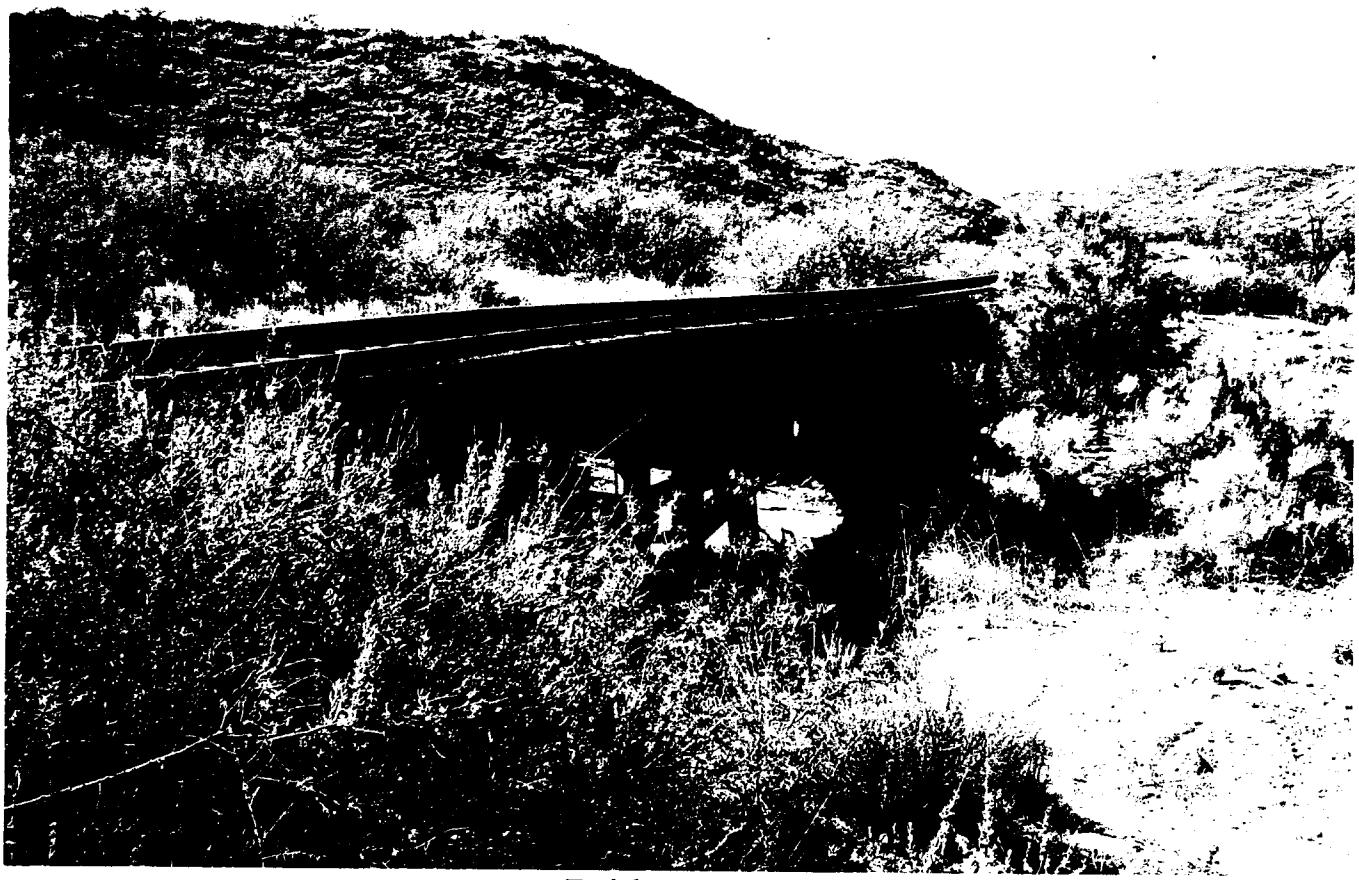
H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DR — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWeld
D/P — Drift Pin
G/L — Ground Line

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 Is (N) S E W
(Timetable)

KT

Osmose

San Pedro Southwestern Railroad



Bridge 13.52

San Pedro & Southwestern Railway

LINE: Main Line

Osmose®

INSPECTION SUMMARY

BRIDGE # 13.52

MILEPOST: 13.52 | SECTION# 1

TYPE: ODPT | LOCATION: Cecil Wash, AZ

INSPECTION DATE: 5/12/2005 | INSPECTOR: KT & GG

Findings:

Bent 1

Subcap - Reject
Cap - Reject

Bent 2

Subcap - Reject

Bent 5

Subcap - Reject

Span 4

Stringer 5 - Visual Reject

Approaches - Low
Surface - Poor (humped deck)
Headwalls - OK
Guard Timber - OK
Ties - Fair/ poor (12 reject)

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.6	3	OSMOSE	Surface bridge
2	1.1	3	OSMOSE	Replace: - Cap on Bent 1 - Subcap on Bent 1 - Subcap on Bent 2 - Subcap on Bent 5
3	1.5	4	OSMOSE	Replace: - Stringer 5 of Span 4
4	1.4	4	RAILROAD	Spot replace 12 bridge ties
5	1.3	4	RAILROAD	Add ballast and tamp up both approaches

OSMOSE RAILROAD SERVICES, INC.

140 24b

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 5-12 20 05

Owner San Pedro + Southwestern RR Reg./Div. _____ Bridge No. 13 52

Dist./Sub/Branch Main Line

Location Cecil Wash, AZ

Type: (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 _____

BENT	PILES PER BENT	PILE	PILE HT.	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	G/L TR.	PP	LIN. FT. PILING
1	6	Sub Cap	1½	over P5	4	6		Sub		Cap (X) 7X12X10					
		Cap		over P1	5	4		Cap - (X)							
										2" Shims					
2	6	Sub Cap	3	over P6	1	10		Sub Cap - (X)							
3	6		4			S-OK				1" Shims					
4	6		3			S-OK				2½ Shims					
5	6	Sub Cap	1½	over P3	2½	5½		Sub Cap - (X)							
										2" Shims					
6	6		1			S-OK				3" Shims					
					All	bts		7" Sub + 5½" Shims							
										Apps: Low (3)					
										Surface - Poor (humped deck)					
										Head walls - OK					
										GT - OK					
					(55)	Ties	- Fair to Pool			7½ X 7½ X 8 (13 E)					

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Piling
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWeld
D/P — Drift Pin
G/L — Ground Line

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 Is (N) S E W
(Timetable)

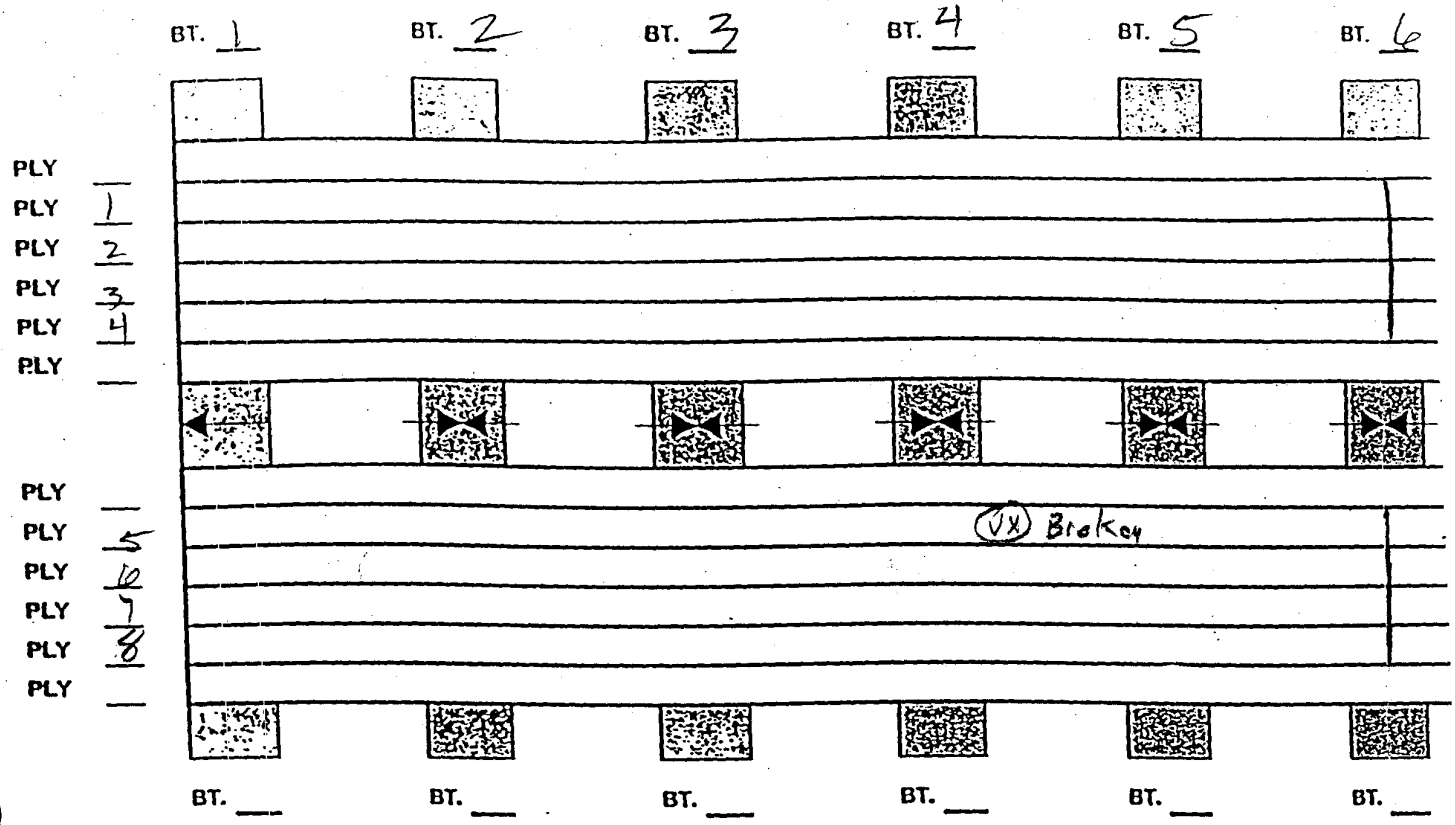
KT CG

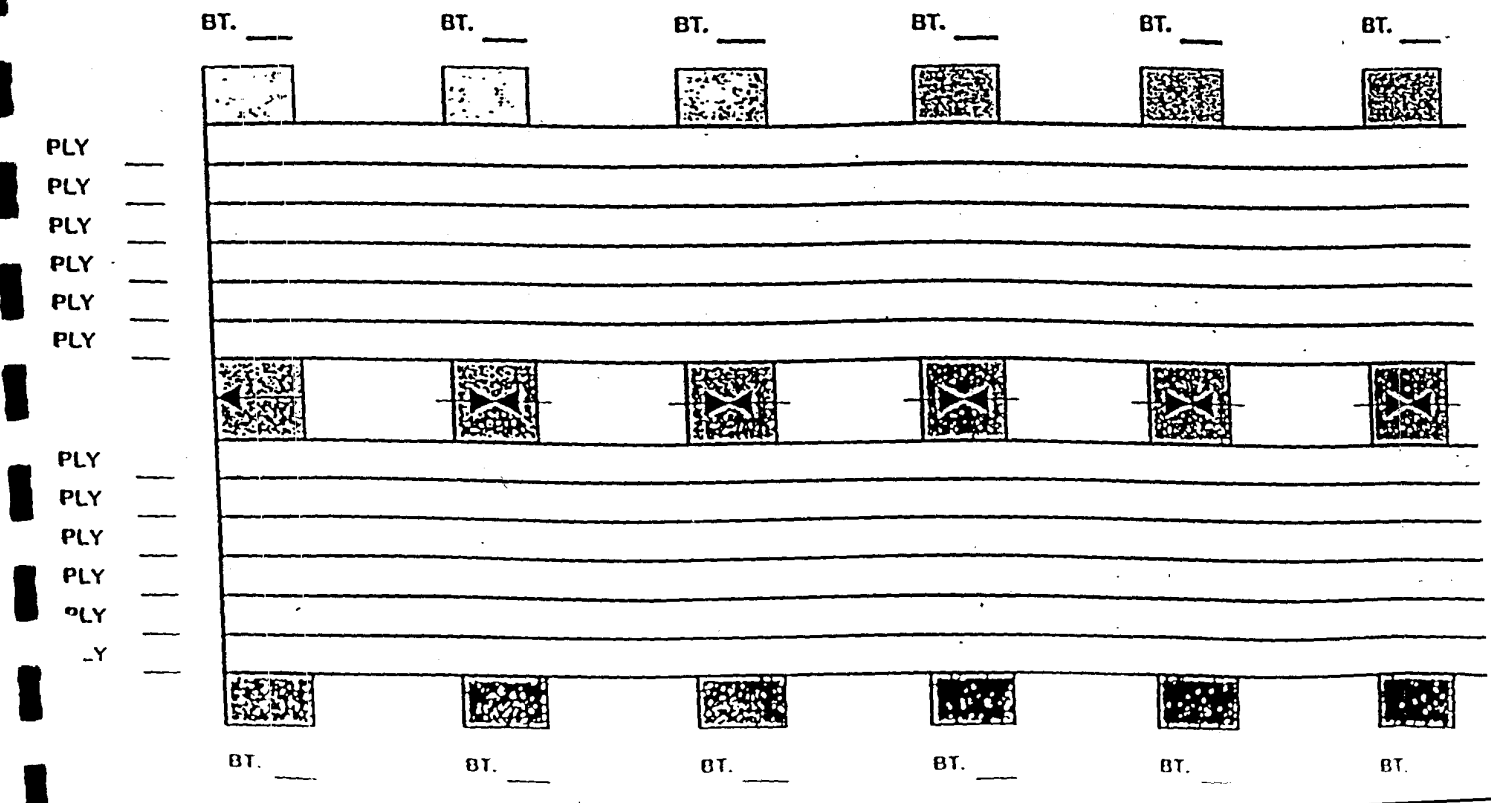
Railroad San Pedro Southwestern Line/Sub Main Line String

Bridge Type ODPT Stringer Size 8 X 16 Simple Spans

Dapped (all or some) (approx. inches) NO Packing Bolts OK Bridge

Packed / Lag Spaced





Osmose

San Pedro Southwestern Railroad



Bridge 13.77

Osmose®

INSPECTION SUMMARY

BRIDGE # 13.77

MILEPOST: 13.77 SECTION# 1

TYPE: BDPT LOCATION: Cecil,Wash, AZ

INSPECTION DATE: 5/12/2005 INSPECTOR: KT & GG

Findings:

Bent 1

Severe erosion in Span 1
1" Gap under Stringer 1
1" Gap under Stringer 5
3/4" Gap under Stringer 7

Bent 3

Severe erosion in Span 3
1" Gap under Stringer 3
1" Gap under Stringer 5
1" Gap under Stringer 7
1" Gap under Stringer 9
Cap - Reject (crushing)

Bent 4

Pile 5 - Possible Reject
1/2" Tapered Gap over Pile 3
1/2" Tapered Gap over Pile 4

Ballast Retainers - OK
Bridge humped
Headwalls - Poor (severely undermining)

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.7	3	OSMOSE	Surface bridge
2	1.6	3	OSMOSE	Shim: - Under Stringer 1 of Span 1 - Under Stringer 5 of Span 1 - Under Stringer 7 of Span 1 - Under Stringer 3 of Span 2 - Under Stringer 5 of Span 2 - Under Stringer 7 of Span 2 - Under Stringer 9 of Span 2
3	1.3	3	OSMOSE	Replace: - Cap on Bent 3 (crushing)
4	1.1	3	RAILROAD	Monitor erosion in spans 1 & 3
5	1.5	4	OSMOSE	Shim or Epoxy: - Over Pile 3 of Bent 4 - Over Pile 4 of Bent 4
6	1.4	5	RAILROAD	Monitor: - Pile 5 of Bent 5

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	1.2	2	OSMOSE		Rebuild headwalls

OSMOSE RAILROAD SERVICES, INC.

140.24b

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 5-12 20 05

Owner San Pedro + Southwestern RR Reg./Div. _____ Bridge No. 1377

Dist./Sub/Branch Main Line

Location Cecil Wash, AZ

Type: (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 _____

BENT	PILES PER BENT	PILE	PILE HT.	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	G/L TR.	PP	LIN. FT. PILING
1	5	1	1	D/P	6½	4½					14				
					Severe erosion in span 1										
		2		6/L	ok										
		3		6/L	6	1½				1"g Ply 1+5					
										¾"g Ply 7					
2	6		22			S-OK									
3	6	CAP	22		CAP-⊗(3) crushing										
							stringer 3-5-7-9			1" gap span 2					
					Severe erosion span 3										
4	5	5	1	D/P	split						14½	PX			
				½	Tg P3+4										
						13½ X 13½ X 14									
							BR-OK								
							Bridge Humped								
							Headwalls: Poor (severely undermined)								

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWeld
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S E W
Bent # 1 Is (N) S E W
(Timetable)

SIGNED KT RG

Osmose®

San Pedro Southwestern Railroad



Bridge 14.16

San Pedro & Southwestern Railway

LINE: Main Line

Osmose®

INSPECTION SUMMARY

BRIDGE # 14.16

MILEPOST: 14.16 SECTION# 1

TYPE: BDPT LOCATION: Ironhorse Jct., AZ

INSPECTION DATE: 5/12/2005 INSPECTOR: KT & GG

Findings:

Bent 2

Post 2 - Reject
Post 5 - Reject
Girt Brace # 4 in Span 2- Reject

Bent 3

Pile 5 - Reject

Bent 4

Pile 5 - Reject

Headwalls - OK
Ballast Retainers - OK
Deck Planks - OK
Approaches - Low

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.1	3	OSMOSE	Post: - Post 2 of Bent 2 - Post 5 of Bent 2
2	1.4	4	OSMOSE	Post: - Pile 5 of Bent 3 - Pile 5 of Bent 4
3	1.3	4	RAILROAD	Add ballast and tamp up both approaches
4	1.2	4	OSMOSE	Replace: - Girt Brace # 4 in Span 2

OSMOSE RAILROAD SERVICES, INC.

140.24b

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 5-12 20 05

Owner San Pedro + Southwestern RR Reg./Div. _____ Bridge No. 1414

Dist./Sub/Branch Main Line

Location Ironhorse Jct, AZ

Type: (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 _____

BENT	PILES PER BENT	PILE	PILE HT.	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	G/L TR.	PP	LIN. FT. PILING
1	5		3½			S-OK									
2	5	2/5	11		PP(A)	6/L		(11x11)							
		2		6/L	0	9	0	9				X			
		5		6/L	0	9	0	9				X			
					Span 2			Girt #4 (X)							
3	5	5	14	6/L	0	6					12	X			
					Severe		6/L	Decay							
4	5	5	11	6/L	0	8					12	X			
		4		D/P	Split										
		2/4			PP(A)	6/L									
5	5		3½				S-OK								
							Headwalls OK								
							BR - OK								
							Deck Planks - OK								
							Apps - Low								

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

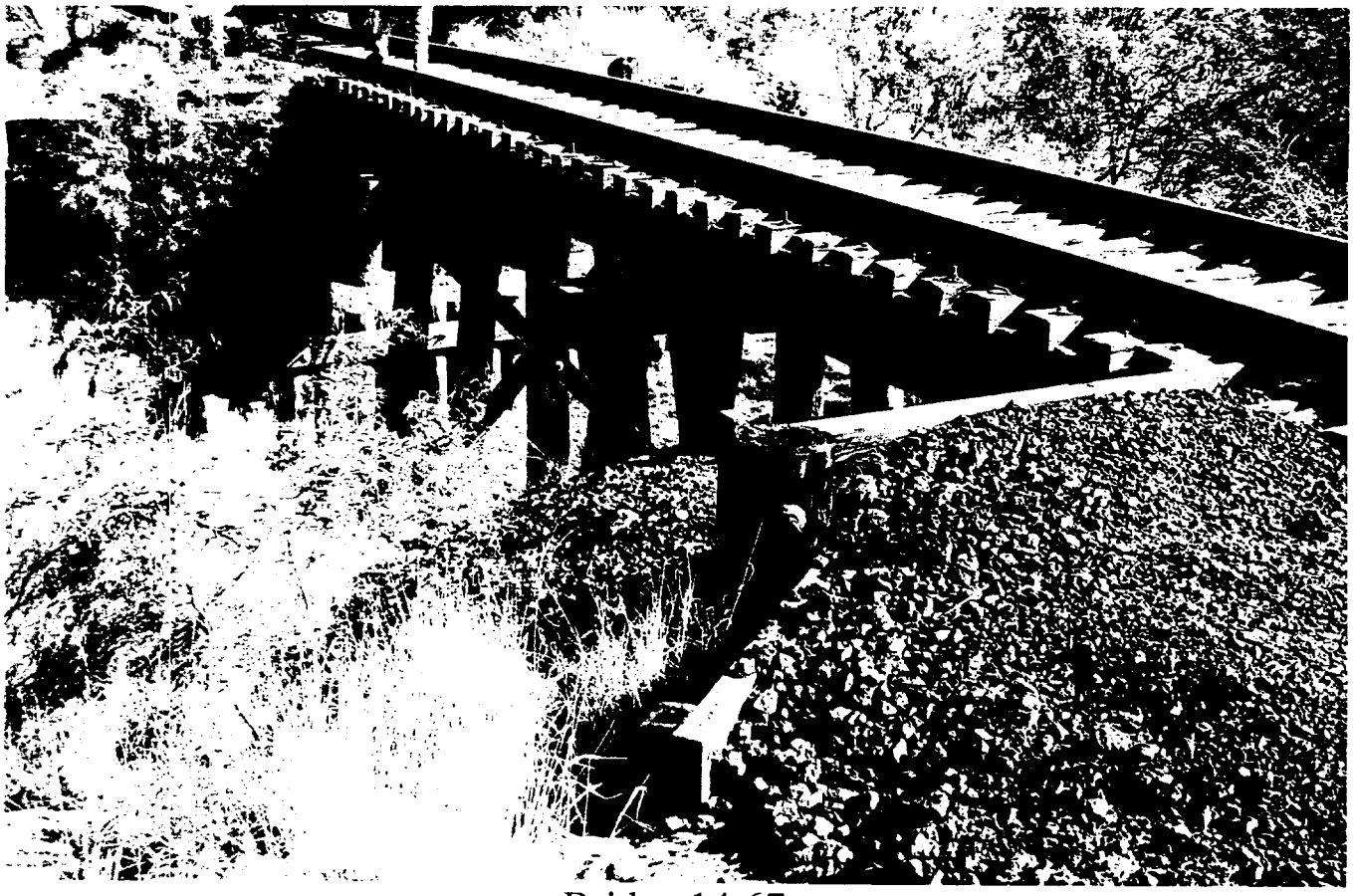
H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — Osmo/Weld
O/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N S E W)
Piling Numbered From N S E W
Bent # 1 Is N S E W
(Timetable)

SIGNED KT Cole

Osmose

San Pedro Southwestern Railroad



Bridge 14.67

San Pedro & Southwestern Railway

LINE: Main Line

Osmose®

INSPECTION SUMMARY

BRIDGE # 14.67

MILEPOST: 14.67 SECTION# 1

TYPE: ODPT LOCATION: Ironhorse Jct., AZ

INSPECTION DATE: 5/12/2005 INSPECTOR: KT & GG

Findings:

Headwalls- OK
Ties - Fair to Poor
Approaches - Low

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.2	3	OSMOSE	Replace all bridge ties
2	1.1	3	RAILROAD	Add ballast and tamp up both approaches

OSMOSE RAILROAD SERVICES, INC.

140.24b

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 5-12 20 05

Owner San Pedro + Southwestern RR Reg./Div. _____ Bridge No. 1467

Dist/Sub/Branch Main Line

Location _____

Type: (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 _____

BENT	PILES PER BENT	PILE	PILE HT.	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	G/L TR.	PP	LIN. FT. PILING
1	5		6				S-OK								
2	5		10				S-OK								
3	5		9				S-OK								
4	5		-							buried					
										Headwalls-OK					
	(7½ X 7½ X 8)				(37)		Ties- Fair to Poor								
							Apps - Low (3)								

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DR — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWeld
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 Is (N) S E W
(Timetable)

SIGNED KT 66

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San Pedro Southwestern Railroad



Bridge 16.23

San Pedro & Southwestern Railway

LINE: Main Line

Osmose®

INSPECTION SUMMARY

BRIDGE # 16.23

MILEPOST: 16.23 SECTION# 1

TYPE: BDPT LOCATION: Ironhorse Jct., AZ

INSPECTION DATE: 5/12/2005 INSPECTOR: KT & GG

Findings:

Bent 2

Cap - Reject (crushing @ Chord 2)

Headwalls - Poor
Ballast Retainers - OK
Southeast Shoulder - Low
Deck Planks - OK

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.1	2	OSMOSE	Replace: - Cap on Bent 2 (crushing @ Chord 2)
2	1.3	3	OSMOSE	Add wingwall to southeast shoulder
3	1.2	3	OSMOSE	Rebuild both headwalls

OSMOSE RAILROAD SERVICES, INC.

140.24b

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 5-12-23 20 05

Owner San Pedro + Southwestern RR Reg./Div. _____ Bridge No. 16

Dist./Sub/Branch Main Line

Location Ironhorse Jct, AZ

Type: (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 _____

BENT	PILES PER BENT	PILE	PILE HT.	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	G/L TR.	PP	LIN. FT. PILING
1	5		3			Piles		Pin/split							
2	5	CAP	14	chd 2	CAP - (X)			Crushing chd 2 (2)							
				P	1-3-5		PP (A)	6/L							
3	5	3/5	14		PP (A)		6/L								
4	5		14				S-OK								
5	5		5				S-OK								
										Headwalls - Poor					
										BR-OK					
						SE	Shoulder - Low								
							Deck Planks-OK								

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DR — Decay Ring
DP — Decay Pocket
PP — Previously Pasted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWeld
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 Is (N) S E W
(Timetable)

SIGNED KT

Osmose®

San Pedro Southwestern Railroad



Bridge 18.1

San Pedro & Southwestern Railway

LINE: Main Line

Osmose®

INSPECTION SUMMARY

BRIDGE # 18.10

MILEPOST: 18.10 SECTION# 1

TYPE: DPG LOCATION: Ironhorse Jct., AZ

INSPECTION DATE: 5/12/2005 INSPECTOR: KT & GG

Findings:

North Approach - Low
Ties - Fair to Poor
Guard Timber - OK

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.2	3	OSMOSE	Replace all bridge ties
2	1.1	4	RAILROAD	Add ballast and tamp up north approach

Osmose.

BID SHOWING/ INSPECTION REPORT

DATE: 5-12-5 BY: KT/66

Bridge No: 18 1

CUSTOMER INFORMATION:

CUSTOMER NAME: San Pedro + Southwestern RR

REGION: | DIVISION: | DISTRICT:

BRIDGE DESCRIPTION:

LENGTH: 350 | # OF SPANS: 4 | # OF TRACKS: 1 | YEAR BUILT: 1927

TYPE: (DPG) • TPG • TRUSS • SLAB • ARCH • TRESTLE • ODPT • BEAM SPAN • BDPT • OTHER •

(Show overall picture of bridge)

NO. MEMBERS FROM (E) (W) (N) (S) *(Railroad Direction)*

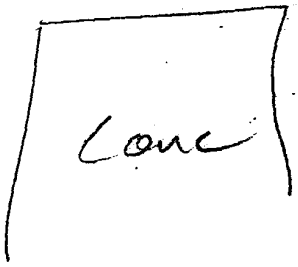
MILEAGE INCREASES FROM (E) (W) (N) (S) to (E) (W) (N) (S) *(Railroad Direction)*

APPROXIMATE LOCATION: _____ miles (E) (W) (N) (S) *(Compass)* of the town of: Ironhorse Jct, AZ

Overall Sketch: (include span lengths)

2 conc Abuts
3 conc Piers
open Deck

Typical Bent or Pier Sketch:



GENERAL

ACCESS TRUCK • BOMB • (RAIL) • Park Work Trailer: Park Concrete Pump:

Sketch Directions to Bridge: Directions:

GPS COORDINATES: Nearest Crossing:

BRIDGE: (TANGENT) • CURVE • Superelevation is In_____

GUARD RAIL: YES • (NO) • WALKWAY: YES • (NO) • LOCATION:

SKEWED: YES • (NO) • Type of Walk: Dim: x x long

FIBRE OPTICS: YES • (NO) • CULVERT: YES • (NO) •

BRIDGE IS OVER San Pedro River Maximum Bridge Height: 40

Bents or Piers in Water: Maximum Water Depth:

		Bridge No: 181

CONDITION

LINE & SURFACE:	POOR •	FAIR •	GOOD •	North App - Low	
APPROACHES:	POOR •	FAIR •	GOOD •	EROSION PROBLEMS:	
TIES:	POOR •	FAIR •	GOOD •	SIZE: 35% (X)	QUANTITY: 310
HEADWALLS:	POOR •	FAIR •	GOOD •		
WALKWAY:	POOR •	FAIR •	GOOD •		
GUARDTIMBER	POOR •	FAIR •	GOOD •	OK SIZE:	

SUPERSTRUCTURE (Note any defects):

No significant defects Located

SUBSTRUCTURE (Note any defects):

No significant defects Located

RECOMMENDED WORK AND PRIORITY RATING

Work designated with an asterisk (*) should be addressed immediately.

PHOTOS

Roll #_____	# (Overall Picture of Bridge)
#	# (Picture of Deck)
#	# (Jacking setup)
#	# (Close-up of Repair)
#	# (Overall view of Repair)
#	# (Access and Parking Trailer)
#	#
#	#
#	#

Osmose

San Pedro Southwestern Railroad



Bridge 18.7

San Pedro & Southwestern Railway

LINE: Main Line

Osmose®

INSPECTION SUMMARY

BRIDGE # 18.70

MILEPOST: 18.70 SECTION# 1

TYPE: Concrete Slab LOCATION: Fairbank, AZ

INSPECTION DATE: 5/12/2005 INSPECTOR: KT & GG

Findings:

Minor cracking/spalling of Structure

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.1	5	RAILROAD	Monitor: - Minor cracking/spalling of bridge

Osmose.

BID SHOWING/ INSPECTION REPORT

DATE: 5-12-5 BY: 66/KT

Bridge No: 187

CUSTOMER INFORMATION:

CUSTOMER NAME: San Pedro + Southwestern RR

REGION: | DIVISION: Main Line | DISTRICT:

BRIDGE DESCRIPTION:

LENGTH: | # OF SPANS: 9 | # OF TRACKS: 1 | YEAR BUILT:

TYPE: DPG • TPG • TRUSS • (SLAB) • ARCH • TRESTLE • ODPT • BEAM SPAN • BOPT • OTHER •

(Show overall picture of bridge) Conc SLAB

NO. MEMBERS FROM (E) (W) (N) (S) (Railroad Direction)

MILEAGE INCREASES FROM (E) (W) (N) (S) to (E) (W) (N) (S) (Railroad Direction)

APPROXIMATE LOCATION: _____ miles (E) (W) (N) (S) (Compass) of the town of: Fairbank, AZ

Overall Sketch: (include span lengths)

2 Conc Abuts

8 Conc Piers

Ballast Deck

Typical Bent or Pier Sketch:

Conc

GENERAL

ACCESS TRUCK • BOMB • (RAIL) •

Park Work Trailer:

Park Concrete Pump:

Sketch Directions to Bridge:

Directions:

GPS COORDINATES:

Nearest Crossing:

BRIDGE: (TANGENT) • CURVE •

Superelevation is in_____

GUARD RAIL: YES • (NO) •

WALKWAY: YES • (NO) • LOCATION:

SKEWED: YES • (NO) •

Type of Walk: Dim: x x long

FIBRE OPTICS: YES • (NO) •

CULVERT: YES • NO •

BRIDGE IS OVER Wash

Maximum Bridge Height: 10

Bents or Piers in Water:

Maximum Water Depth:

		Bridge No: 187

CONDITION

LINE & SURFACE:	POOR •	FAIR •	GOOD •			
APPROACHES:	POOR •	FAIR •	GOOD •	EROSION PROBLEMS:		
TIES:	POOR •	FAIR •	GOOD •	SIZE:		QUANTITY:
HEADWALLS:	POOR •	FAIR •	GOOD •			
WALKWAY:	POOR •	FAIR •	GOOD •			
GUARDTIMBER	POOR •	FAIR •	GOOD •	SIZE:		

SUPERSTRUCTURE (Note any defects):

Minor cracking / spalling (5)

SUBSTRUCTURE (Note any defects):

Minor Cracking / spalling (5)

RECOMMENDED WORK AND PRIORITY RATING

Work designated with an asterisk (*) should be addressed immediately.

PHOTOS

Roll #_____	# (Overall Picture of Bridge)
#	# (Picture of Deck)
#	# (Jacking setup)
#	# (Close-up of Repair)
#	# (Overall view of Repair)
#	# (Access and Parking Trailer)
#	#
#	#
#	#

Osmose®

San Pedro Southwestern Railroad



Bridge 18.82

Main Line

06/03/05

San Pedro & Southwestern Railway

LINE: Main Line

Osmose®

INSPECTION SUMMARY

BRIDGE # 18.82

MILEPOST: 18.82 SECTION# 1

TYPE: Concrete Slab LOCATION: Fairbank, AZ

INSPECTION DATE: 5/12/2005 INSPECTOR: KT & GG

Findings:

Minor cracking/spalling of Structure

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.1	5	RAILROAD	Monitor: - Minor cracking/spalling of bridge

Osmose.

BID SHOWING/ INSPECTION REPORT

DATE: 5-12-5 BY: KT/66

Bridge No: 1882

CUSTOMER INFORMATION:

CUSTOMER NAME: San Pedro + Southwestern RR

REGION: | DIVISION: Main Line | DISTRICT:

BRIDGE DESCRIPTION:

LENGTH: 110 | # OF SPANS: 9 | # OF TRACKS: 1 | YEAR BUILT:

TYPE: DPG • TPG • TRUSS • (SLAB) • ARCH • TRESTLE • ODPT • BEAM SPAN • BDPT • OTHER •

(Show overall picture of bridge) Cone Slab

NO. MEMBERS FROM (E) (W) (N) (S) (Railroad Direction)

MILEAGE INCREASES FROM (E) (W) (N) (S) (Railroad Direction) to (E) (W) (N) (S)

APPROXIMATE LOCATION: _____ miles (E) (W) (N) (S) (Compass) of the town of: Fairbank, AZ

Overall Sketch: (include span lengths)

2 Cone Abuts

~~3~~ Cone Piers

Ballast Deck

Typical Bent or Pier Sketch:

GENERAL:

ACCESS TRUCK • BOMB • (RAIL) • Park Work Trailer: Park Concrete Pump:

Sketch Directions to Bridge:

Directions:

GPS COORDINATES:

Nearest Crossing:

BRIDGE: (TANGENT) • CURVE • Superelevation is in _____

GUARD RAIL: YES • (NO) • WALKWAY: YES • (NO) • LOCATION:

SKEWED: YES • (NO) • Type of Walk: Dim: x x long

~~RE~~ OPTICS: YES • (NO) • CULVERT: YES • (NO) •

BRIDGE IS OVER Wash Maximum Bridge Height: 8

Bents or Piers in Water: Maximum Water Depth:

		Bridge No: 1882

CONDITION

LINE & SURFACE:	POOR •	FAIR •	GOOD •			
APPROACHES:	POOR •	FAIR •	GOOD •	EROSION PROBLEMS:		
TIES:	POOR •	FAIR •	GOOD •	SIZE:		QUANTITY:
HEADWALLS:	POOR •	FAIR •	GOOD •			
WALKWAY:	POOR •	FAIR •	GOOD •			
GUARDTIMBER	POOR •	FAIR •	GOOD •	SIZE:		

SUPERSTRUCTURE (Note any defects):

Minor cracking / spalling (5)

SUBSTRUCTURE (Note any defects):

Minor Cracking / spalling (5)

RECOMMENDED WORK AND PRIORITY RATING

Work designated with an asterisk (*) should be addressed immediately.

PHOTOS

Roll #_____	# (Overall Picture of Bridge)
#	# (Picture of Deck)
#	# (Jacking setup)
#	# (Close-up of Repair)
#	# (Overall view of Repair)
#	# (Access and Parking Trailer)
#	#
#	#
#	#

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San Pedro Southwestern Railroad



Bridge 18.94

Osmose®

INSPECTION SUMMARY

San Pedro & Southwestern Railway

LINE: Main Line

BRIDGE # 18.94

MILEPOST: 18.94 | SECTION# 1

TYPE: Concrete Slab | LOCATION: Fairbank, AZ

INSPECTION DATE: 5/12/2005 | INSPECTOR: KT & GG

Findings:

Minor cracking/spalling of Structure
Drift @ Piers 4, 5, 8 & 9

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.2	2	RAILROAD	Remove: - Drift from Piers 4, 5, 8 & 9 (fire hazard)
2	1.1	5	RAILROAD	Monitor: - Minor cracking/spalling of bridge

Osmose.

BID SHOWING/ INSPECTION REPORT

DATE: 5-12-5 BY: KT/66

Bridge No: 1894

CUSTOMER INFORMATION:

CUSTOMER NAME: San Pedro + Southwestern RR

REGION: | DIVISION: Main Line | DISTRICT:

BRIDGE DESCRIPTION:

LENGTH: 110 | # OF SPANS: 9 | # OF TRACKS: | YEAR BUILT:

TYPE: DPG • TPG • TRUSS • SLAB • ARCH • TRESTLE • ODPT • BEAM SPAN • BDPT • OTHER •

(Show overall picture of bridge) Concrete Slab

NO. MEMBERS FROM (E) (W) (N) (S) (Railroad Direction)

MILEAGE INCREASES FROM (E) (W) (N) (S) to (E) (W) (N) (S) (Railroad Direction)

APPROXIMATE LOCATION: _____ miles (E) (W) (N) (S) (Compass) of the town of: Fairbank, Az

Overall Sketch: (include span lengths)

2 Conc Abuts

8 Conc Piers

Ballast Deck

Typical Bent or Pier Sketch:

Conc

GENERAL:

ACCESS TRUCK • BOMB • RAIL • Park Work Trailer: Park Concrete Pump:

Sketch Directions to Bridge: Directions:

GPS COORDINATES: Nearest Crossing:

BRIDGE: TANGENT • CURVE • Superelevation is in _____

GUARD RAIL: YES • NO • WALKWAY: YES • NO • LOCATION:

SKEWED: YES • NO • Type of Walk: Dim: x x long

E OPTICS: YES • NO • CULVERT: YES • NO •

BRIDGE IS OVER Wash Maximum Bridge Height:

Bents or Piers in Water: Maximum Water Depth:

		Bridge No: 1894

CONDITION

LINE & SURFACE:	POOR •	FAIR •	GOOD •		
APPROACHES:	POOR •	FAIR •	GOOD •	EROSION PROBLEMS:	
TIES:	POOR •	FAIR •	GOOD •	SIZE:	QUANTITY:
HEADWALLS:	POOR •	FAIR •	GOOD •		
WALKWAY:	POOR •	FAIR •	GOOD •		
GUARDTIMBER	POOR •	FAIR •	GOOD •	SIZE:	

SUPERSTRUCTURE (Note any defects):

Minor Crack/ Spalling)

SUBSTRUCTURE (Note any defects):

Pier 4, 5, 8, 9 Drift + (2) Fire Hazard

Minor cracking / spalling

RECOMMENDED WORK AND PRIORITY RATING

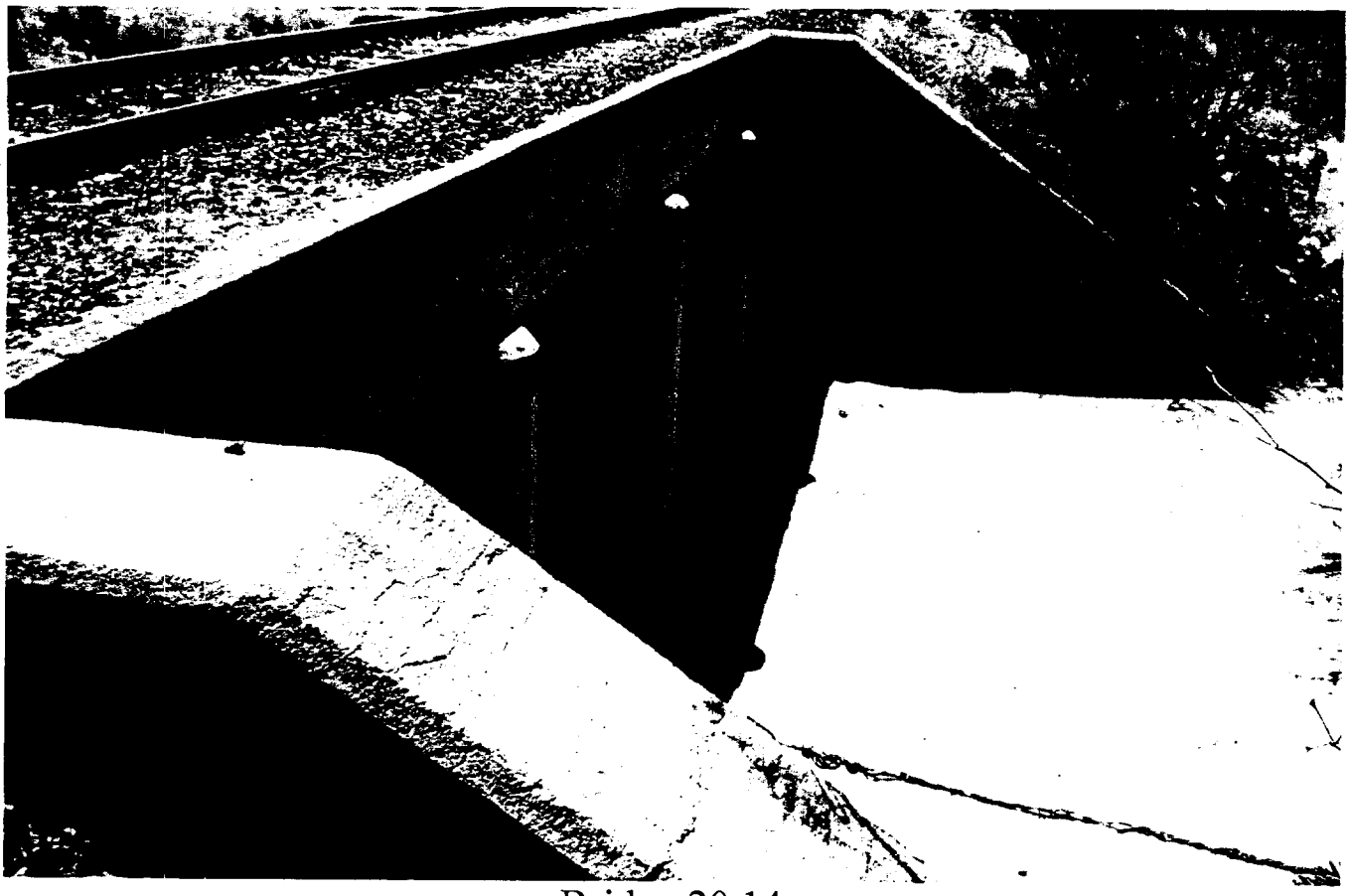
Work designated with an asterisk (*) should be addressed immediately.

PHOTOS

Roll #_____	# (Overall Picture of Bridge)
#	# (Picture of Deck)
#	# (Jacking setup)
#	# (Close-up of Repair)
#	# (Overall view of Repair)
#	# (Access and Parking Trailer)
#	#
#	#
#	#

Osmose®

San Pedro Southwestern Railroad



Bridge 20.14

San Pedro & Southwestern Railway

LINE: Main Line

Osmose®

INSPECTION SUMMARY

BRIDGE # 20.14

MILEPOST: 20.14 SECTION# 1

TYPE: Concrete Slab LOCATION: Fairbank, AZ

INSPECTION DATE: 5/12/2005 INSPECTOR: KT & CG

Findings:

- Very minor cracking/spalling of Structure

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1 1	5	RAILROAD	Monitor: - Very minor cracking/spalling of bridge

Osmose.

BID SHOWING/ INSPECTION REPORT

DATE: 5-12-5 BY: KT/66

Bridge No: 2014

CUSTOMER INFORMATION:

CUSTOMER NAME: San Pedro + Southwestern RR

REGION: | DIVISION: Main Line | DISTRICT:

BRIDGE DESCRIPTION:

LENGTH: 50 | # OF SPANS: 4 | # OF TRACKS: | YEAR BUILT:

TYPE: DPG • TPG • TRUSS • (SLAB) • ARCH • TRESTLE • ODPT • BEAM SPAN • BDPT • OTHER •

(Show overall picture of bridge) Conc Slab

NO. MEMBERS FROM (E) (W) (N) (S) (Railroad Direction)

MILEAGE INCREASES FROM (E) (W) (N) (S) to (E) (W) (N) (S) (Railroad Direction)

APPROXIMATE LOCATION: _____ miles (E) (W) (N) (S) (Compass) of the town of: Fairbank, AZ

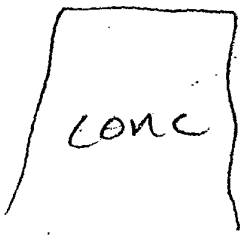
Overall Sketch: (include span lengths)

2 Conc Abuts

3 Conc Pier

Ballast Deck

Typical Bent or Pier Sketch:



GENERAL

ACCESS TRUCK • BOMB • (RAIL) • Park Work Trailer: Park Concrete Pump:

Sketch Directions to Bridge: Directions:

GPS COORDINATES: Nearest Crossing:

BRIDGE: (TANGENT) • CURVE • Superelevation is in_____

GUARD RAIL: YES • (NO) • WALKWAY: YES • (NO) • LOCATION:

SKEWED: YES • (NO) • Type of Walk: Dim: x x long

E OPTICS: YES • (NO) • CULVERT: YES • NO •

BRIDGE IS OVER Wash Maximum Bridge Height:

Bents or Piers in Water: Maximum Water Depth:

		Bridge No: 2014

CONDITION

LINE & SURFACE:	POOR •	FAIR •	GOOD •			
APPROACHES:	POOR •	FAIR •	GOOD •	EROSION PROBLEMS:		
TIES:	POOR •	FAIR •	GOOD •	SIZE:	QUANTITY:	
HEADWALLS:	POOR •	FAIR •	GOOD •			
WALKWAY:	POOR •	FAIR •	GOOD •			
GUARDTIMBER	POOR •	FAIR •	GOOD •	SIZE:		

SUPERSTRUCTURE (Note any defects):

Very minor cracking / spalling

SUBSTRUCTURE (Note any defects):

" "

RECOMMENDED WORK AND PRIORITY RATING

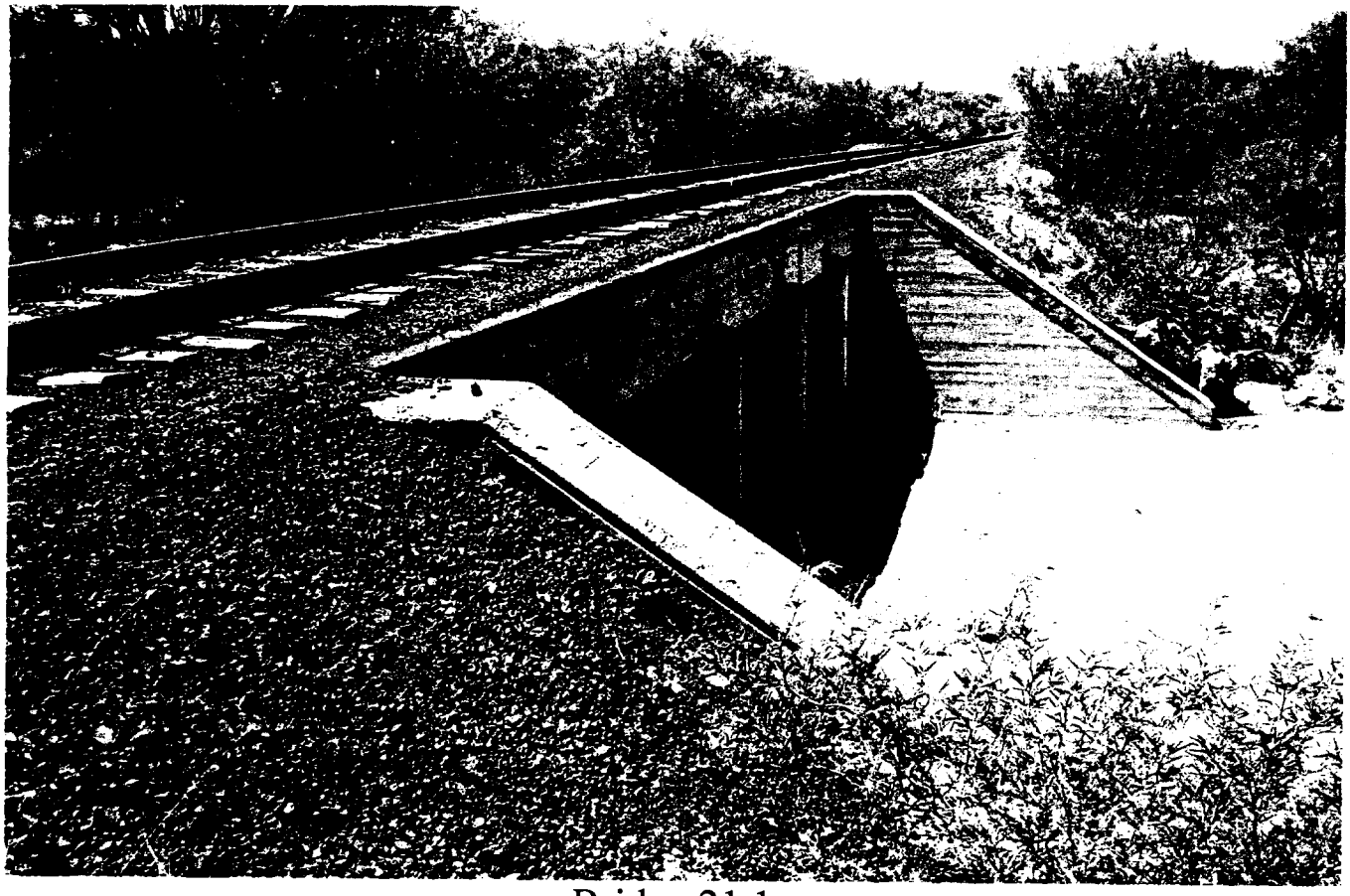
Work designated with an asterisk (*) should be addressed immediately.

PHOTOS

Roll #_____	# (Overall Picture of Bridge)
#	# (Picture of Deck)
#	# (Jacking setup)
#	# (Close-up of Repair)
#	# (Overall view of Repair)
#	# (Access and Parking Trailer)
#	#
#	#
#	#

Osmose®

San Pedro Southwestern Railroad



Bridge 21.1

Main Line

06/03/05

San Pedro & Southwestern Railway

LINE: Main Line

Osmose®

INSPECTION SUMMARY

BRIDGE # 21.10

MILEPOST: 21.10 SECTION# 1

TYPE: Concrete Slab LOCATION: Fairbank, AZ

INSPECTION DATE: 5/12/2005 INSPECTOR: KT & GG

Findings:

Very minor cracking/spalling of Structure

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.1	5	RAILROAD	Monitor: - Very minor cracking/spalling of bridge

Osmose.

BID SHOWING/ INSPECTION REPORT

DATE: 5-12-5 BY: KT/64

Bridge No: 21 1

CUSTOMER INFORMATION:

CUSTOMER NAME: San Pedro + Southwestern RR

REGION: | DIVISION: | DISTRICT:

BRIDGE DESCRIPTION:

LENGTH: 62	# OF SPANS: 5	# OF TRACKS: 1	YEAR BUILT:

TYPE: DPG • TPG • TRUSS • (SLAB) • ARCH • TRESTLE • ODPT • BEAM SPAN • BDPT • OTHER •

(Show overall picture of bridge) Conc Slab

NO. MEMBERS FROM (E) (W) (N) (S) (Railroad Direction)

MILEAGE INCREASES FROM (E) (W) (N) (S) to (E) (W) (N) (S) (Railroad Direction)

APPROXIMATE LOCATION: _____ miles (E) (W) (N) (S) (Compass) of the town of: Fairbank, AZ

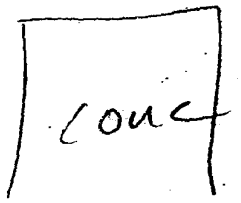
Overall Sketch: (include span lengths)

2 Conc Abuts

4 Conc Piers

Ballast Deck

Typical Bent or Pier Sketch:



GENERAL:

ACCESS TRUCK • BOMB • (RAIL) • Park Work Trailer: Park Concrete Pump:

Sketch Directions to Bridge: Directions:

GPS COORDINATES: Nearest Crossing:

BRIDGE: (TANGENT) • CURVE • Superelevation is In _____

GUARD RAIL: YES • (NO) • WALKWAY: YES • (NO) • LOCATION:

SKEWED: YES • (NO) • Type of Walk: Dim: x x long

RE OPTICS: YES • (NO) • CULVERT: YES • (NO) •

BRIDGE IS OVER Wash Maximum Bridge Height: 10

Bents or Piers in Water: Maximum Water Depth:

		Bridge No: 21 1

CONDITION

LINE & SURFACE:	POOR •	FAIR •	GOOD •			
APPROACHES:	POOR •	FAIR •	GOOD •	EROSION PROBLEMS:		
TIES:	POOR •	FAIR •	GOOD •	SIZE:		QUANTITY:
HEADWALLS:	POOR •	FAIR •	GOOD •			
WALKWAY:	POOR •	FAIR •	GOOD •			
GUARDTIMBER	POOR •	FAIR •	GOOD •	SIZE:		

SUPERSTRUCTURE (Note any defects):

very minor cracking/spalling

SUBSTRUCTURE (Note any defects):

" "

RECOMMENDED WORK AND PRIORITY RATING

Work designated with an asterisk (*) should be addressed immediately.

PHOTOS

Roll #_____	# (Overall Picture of Bridge)
#	# (Picture of Deck)
#	# (Jacking setup)
#	# (Close-up of Repair)
#	# (Overall view of Repair)
#	# (Access and Parking Trailer)
#	#
#	#
#	#

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San Pedro Southwestern Railroad



Bridge 21.75

San Pedro & Southwestern Railway

LINE: Main Line

Osmose®

INSPECTION SUMMARY

BRIDGE # 21.75

MILEPOST: 21.75 SECTION# 1

TYPE: Concrete Slab LOCATION: Fairbank, AZ

INSPECTION DATE: 5/12/2005 INSPECTOR: KT & GG

Findings:

No significant defects located at the time of this inspection

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.1	5	RAILROAD	Continue to inspect bridge on regular railroad inspection schedule

Osmose.

BID SHOWING/ INSPECTION REPORT

DATE: 5-12-5 BY: KT/66

Bridge No: 2175

CUSTOMER INFORMATION:

CUSTOMER NAME: San Pedro + Southwestern RR

REGION: | DIVISION: Main Line | DISTRICT:

BRIDGE DESCRIPTION

LENGTH: 28 | # OF SPANS: 2 | # OF TRACKS: | YEAR BUILT:

TYPE: DPG • TPG • TRUSS • (SLAB) • ARCH • TRESTLE • ODPT • BEAM SPAN • BDPT • OTHER •

(Show overall picture of bridge) Conc Slab

NO. MEMBERS FROM (E) (W) (N) (S) (Railroad Direction)

MILEAGE INCREASES FROM (E) (W) (N) (S) to (E) (W) (N) (S) (Railroad Direction)

APPROXIMATE LOCATION: _____ miles (E) (W) (N) (S) (Compass) of the town of: Fairbank, AZ

Overall Sketch: (include span lengths)

2 Conc Abut

1 conc Pier

Ballast Deck

Typical Bent or Pier Sketch:

GENERAL

ACCESS TRUCK • BOMB • (RAIL) • Park Work Trailer: Park Concrete Pump:

Sketch Directions to Bridge:

Directions:

GPS COORDINATES:

Nearest Crossing:

BRIDGE: (TANGENT) • CURVE • Superelevation is in_____

GUARD RAIL: YES • (NO) • WALKWAY: YES • (NO) • LOCATION:

SKEWED: YES • (NO) • Type of Walk: Dim: x x long

RE OPTICS: YES • (NO) • CULVERT: YES • NO •

BRIDGE IS OVER Wash Maximum Bridge Height: 6

Bents or Piers in Water: Maximum Water Depth:

		Bridge No: 2175

CONDITION

LINE & SURFACE:	POOR •	FAIR •	GOOD •			
APPROACHES:	POOR •	FAIR •	GOOD •	EROSION PROBLEMS:		
TIES:	POOR •	FAIR •	GOOD •	SIZE:		QUANTITY:
HEADWALLS:	POOR •	FAIR •	GOOD •			
WALKWAY:	POOR •	FAIR •	GOOD •			
GUARDTIMBER	POOR •	FAIR •	GOOD •	SIZE:		

SUPERSTRUCTURE (Note any defects):

No significant defects located

SUBSTRUCTURE (Note any defects):

No significant defects located

RECOMMENDED WORK AND PRIORITY RATING

Work designated with an asterisk (*) should be addressed immediately.

PHOTOS

Roll #_____	# (Overall Picture of Bridge)
#	# (Picture of Deck)
#	# (Jacking setup)
#	# (Close-up of Repair)
#	# (Overall view of Repair)
#	# (Access and Parking Trailer)
#	#
#	#
#	#

Osmose®

San Pedro Southwestern Railroad



Bridge 23.7

Main Line

06/03/05

San Pedro & Southwestern Railway

LINE: Main Line

Osmose®

INSPECTION SUMMARY

BRIDGE # 23.7

MILEPOST: 23.70 SECTION# 1

TYPE: Concrete Slab LOCATION: Charleston West, AZ

INSPECTION DATE: 6/1/2005 INSPECTOR: KT & GG

Findings:

Minor cracking/spalling of Structure

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.1	5	RAILROAD	Monitor: - Very minor cracking/spalling of bridge

Osmose.

BID SHOWING/ INSPECTION REPORT

DATE: 5-12-5 BY: KT/66

Bridge No: 237

CUSTOMER INFORMATION:

CUSTOMER NAME: San Pedro + Southwestern RR

REGION: | DIVISION: Main Line | DISTRICT:

BRIDGE DESCRIPTION:

LENGTH: 74 | # OF SPANS: 6 | # OF TRACKS: 1 | YEAR BUILT:

TYPE: DPG • TPG • TRUSS • (SLAB) • ARCH • TRESTLE • ODPT • BEAM SPAN • BDPT • OTHER •

(Show overall picture of bridge) Conc Slab

NO. MEMBERS FROM (E) (W) (N) (S) (Railroad Direction)

MILEAGE INCREASES FROM (E) (W) (N) (S) to (E) (W) (N) (S) (Railroad Direction)

APPROXIMATE LOCATION: _____ miles (E) (W) (N) (S) (Compass) of the town of: Charleston West, AZ

Overall Sketch: (include span lengths)

2 Conc Abut

5 Conc Piers

Ballast Deck

Typical Bent or Pier Sketch:

GENERAL:

ACCESS TRUCK • BOMB • (RAIL) • Park Work Trailer: Park Concrete Pump:

Sketch Directions to Bridge:

Directions:

GPS COORDINATES:

Nearest Crossing:

BRIDGE: (TANGENT) • CURVE • Superelevation is In_____

GUARD RAIL: YES • (NO) • WALKWAY: YES • (NO) • LOCATION:

SKEWED: YES • (NO) • Type of Walk: Dim: x x long

E OPTICS: YES • (NO) • CULVERT: (YES) • NO •

BRIDGE IS OVER Wash Maximum Bridge Height:

Bents or Piers in Water: Maximum Water Depth:

		Bridge No: 237

CONDITION

LINE & SURFACE:	POOR •	FAIR •	GOOD •		
APPROACHES:	POOR •	FAIR •	GOOD •	EROSION PROBLEMS:	
TIES:	POOR •	FAIR •	GOOD •	SIZE:	QUANTITY:
HEADWALLS:	POOR •	FAIR •	GOOD •		
WALKWAY:	POOR •	FAIR •	GOOD •		
GUARDTIMBER	POOR •	FAIR •	GOOD •	SIZE:	

SUPERSTRUCTURE (Note any defects):

very minor cracking/spalling

SUBSTRUCTURE (Note any defects):

" "

RECOMMENDED WORK AND PRIORITY RATING

Work designated with an asterisk (*) should be addressed immediately.

PHOTOS

Roll #_____	# (Overall Picture of Bridge)
#	# (Picture of Deck)
#	# (Jacking setup)
#	# (Close-up of Repair)
#	# (Overall view of Repair)
#	# (Access and Parking Trailer)
#	#
#	#
#	#

Osmose®

San Pedro Southwestern Railroad



Bridge 25.7

San Pedro & Southwestern Railway

LINE: Main Line

Osmose®

INSPECTION SUMMARY

BRIDGE # 25.7

MILEPOST: 25.70 SECTION# 1

TYPE: Concrete Arch LOCATION: Charleston East, AZ

INSPECTION DATE: 5/12/2005 INSPECTOR: KT & GG

Findings:

Minor cracking/efflorescence of Concrete Arch

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.1	5	RAILROAD	Monitor: - Minor cracking/efflorescence of Concrete Arch

Osmose.

BID SHOWING/ INSPECTION REPORT

DATE: 5-12-5 BY: KT/66

Bridge No: 257

CUSTOMER INFORMATION:

CUSTOMER NAME: San Pedro + Southwestern RR

REGION: | DIVISION: Main Line | DISTRICT:

BRIDGE DESCRIPTION:

LENGTH: | # OF SPANS: 1 | # OF TRACKS: 1 | YEAR BUILT:

TYPE: DPG • TPG • TRUSS • SLAB • (ARCH) • TRESTLE • ODPT • BEAM SPAN • BDPT • OTHER •

(Show overall picture of bridge) Conc Arch

NO. MEMBERS FROM (E) (W) (N) (S) (Railroad Direction)

MILEAGE INCREASES FROM (E) (W) (N) (S) (Railroad Direction) to (E) (W) (N) (S)

APPROXIMATE LOCATION: _____ miles (E) (W) (N) (S) (Compass) of the town of: Charleston East, AZ

Overall Sketch: (Include span lengths)

Conc Arch

Typical Bent or Pier Sketch:

GENERAL:

ACCESS TRUCK • BOMB • RAIL • Park Work Trailer: Park Concrete Pump:

Sketch Directions to Bridge:

Directions:

GPS COORDINATES: Nearest Crossing:

BRIDGE: TANGENT • CURVE • Superelevation is in _____

GUARD RAIL: YES • NO • WALKWAY: YES • NO • LOCATION:

SKEWED: YES • NO • Type of Walk: Dim: x x long

FIBRE OPTICS: YES • NO • CULVERT: YES • NO •

BRIDGE IS OVER Maximum Bridge Height:

Bents or Piers in Water: Maximum Water Depth:

		Bridge No: 257

CONDITION

LINE & SURFACE:	POOR •	FAIR •	GOOD •		
APPROACHES:	POOR •	FAIR •	GOOD •	EROSION PROBLEMS:	
TIES:	POOR •	FAIR •	GOOD •	SIZE:	QUANTITY:
HEADWALLS:	POOR •	FAIR •	GOOD •		
WALKWAY:	POOR •	FAIR •	GOOD •		
GUARDTIMBER	POOR •	FAIR •	GOOD •	SIZE:	

SUPERSTRUCTURE (Note any defects):

No defects Located

SUBSTRUCTURE (Note any defects):

Minor cracking/efflorecenc (5)

RECOMMENDED WORK AND PRIORITY RATING

Work designated with an asterisk (*) should be addressed immediately.

PHOTOS

Roll #_____

#	(Overall Picture of Bridge)
#	(Picture of Deck)
#	(Jacking setup)
#	(Close-up of Repair)
#	(Overall view of Repair)
#	(Access and Parking Trailer)
#	#
#	#
#	#

Osmose®

San Pedro Southwestern Railroad



Bridge 27.9

Main Line

06/03/05

Osmose®

INSPECTION SUMMARY

BRIDGE # 27.9

MILEPOST: 279.0 SECTION# 1

TYPE: Concrete Slab LOCATION: Charleston East, AZ

INSPECTION DATE: 5/12/2005 INSPECTOR: KT & GG

Findings:

Very minor cracking/spalling of Structure

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.1	5	RAILROAD	Monitor: - Very minor cracking/spalling of Structure

Osmose.

BID SHOWING/ INSPECTION REPORT

DATE: 5-12-5 BY: KT/66

Bridge No: 279

CUSTOMER INFORMATION:

CUSTOMER NAME: San Pedro + Southwestern RR

REGION: | DIVISION: Main Line | DISTRICT:

BRIDGE DESCRIPTION:

LENGTH: 110 | # OF SPANS: 9 | # OF TRACKS: | YEAR BUILT:

TYPE: DPG • TPG • TRUSS • (SLAB) • ARCH • TRESTLE • ODPT • BEAM SPAN • BDPT • OTHER •

(Show overall picture of bridge) Conc Slab

NO. MEMBERS FROM (E) (W) (N) (S) (Railroad Direction)

MILEAGE INCREASES FROM (E) (W) (N) (S) to (E) (W) (N) (S) (Railroad Direction)

APPROXIMATE LOCATION: _____ miles (E) (W) (N) (S) (Compass) of the town of: Charleston East, AZ

Overall Sketch: (include span lengths)

2 Conc Abuts

8 Conc Piers

Ballas deck

Typical Bent or Pier Sketch:

GENERAL:

ACCESS TRUCK • BOMB • (RAIL) • Park Work Trailer: Park Concrete Pump:

Sketch Directions to Bridge:

Directions:

GPS COORDINATES: Nearest Crossing:

BRIDGE: TANGENT • (CURVE) • Superelevation is In_____

GUARD RAIL: YES • (NO) • WALKWAY: YES • (NO) • LOCATION:

SKEWED: YES • (NO) • Type of Walk: Dim: x x long

RE OPTICS: YES • (NO) • CULVERT: YES • (NO)

BRIDGE IS OVER Wash Maximum Bridge Height: 12

Bents or Piers in Water: Maximum Water Depth:

		Bridge No: 279

CONDITION

LINE & SURFACE:	POOR •	FAIR •	GOOD •			
APPROACHES:	POOR •	FAIR •	GOOD •	EROSION PROBLEMS:		
TIES:	POOR •	FAIR •	GOOD •	SIZE:	QUANTITY:	
HEADWALLS:	POOR •	FAIR •	GOOD •			
WALKWAY:	POOR •	FAIR •	GOOD •			
GUARDTIMBER	POOR •	FAIR •	GOOD •	SIZE:		

SUPERSTRUCTURE (Note any defects):

Very minor cracking/spalling

SUBSTRUCTURE (Note any defects):

\\ //

RECOMMENDED WORK AND PRIORITY RATING

Work designated with an asterisk (*) should be addressed immediately.

PHOTOS

Roll #_____	# (Overall Picture of Bridge)
#	# (Picture of Deck)
#	# (Jacking setup)
#	# (Close-up of Repair)
#	# (Overall view of Repair)
#	# (Access and Parking Trailer)
#	#
#	#
#	#

Osmose®

San Pedro Southwestern Railroad



Bridge 30.2

Main Line

06/03/05

San Pedro & Southwestern Railway

LINE: Main Line

Osmose®

INSPECTION SUMMARY

BRIDGE # 30.2

MILEPOST: 30.20 | SECTION# 1

TYPE: Concrete Slab | LOCATION: Lewis Springs, AZ

INSPECTION DATE: 5/12/2005 | INSPECTOR: KT & GG

Findings:

Minor cracking/spalling of Structure

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.1	5	RAILROAD	Monitor: - Minor cracking/spalling of Structure

Osmose.

BID SHOWING/ INSPECTION REPORT

DATE: 5-12-5 BY: KT/66

Bridge No: 302

CUSTOMER INFORMATION:

CUSTOMER NAME: San Pedro + Southwestern RR

REGION: | DIVISION: Main Line | DISTRICT:

BRIDGE DESCRIPTION

LENGTH: 14 | # OF SPANS: 1 | # OF TRACKS: 1 | YEAR BUILT: 1926

TYPE: DPG • TPG • TRUSS • (SLAB) • ARCH • TRESTLE • ODPT • BEAM SPAN • BDPT • OTHER •

(Show overall picture of bridge) Conc Slab

NO. MEMBERS FROM (E) (W) (N) (S) (Railroad Direction)

MILEAGE INCREASES FROM (E) (W) (N) (S) to (E) (W) (N) (S) (Railroad Direction)

APPROXIMATE LOCATION: _____ miles (E) (W) (N) (S) (Compass) of the town of: Lewis Springs, AZ

Overall Sketch: (include span lengths)

2 conc Abutments

Ballast Deck

Typical Bent or Pier Sketch:

GENERAL

ACCESS TRUCK • BOMB • (RAIL) • Park Work Trailer: Park Concrete Pump:

Sketch Directions to Bridge:

Directions:

GPS COORDINATES:

Nearest Crossing:

BRIDGE: (TANGENT) • CURVE •

Superelevation is in _____

GUARD RAIL: YES • (NO) •

WALKWAY: YES • (NO) • LOCATION:

SKEWED: YES • (NO) •

Type of Walk: Dim: x x long

IE OPTICS: YES • NO •

CULVERT: (YES) • NO •

BRIDGE IS OVER

Maximum Bridge Height:

Bents or Piers in Water:

Maximum Water Depth:

		Bridge No: 302

CONDITION

LINE & SURFACE:	POOR •	FAIR •	GOOD •		
APPROACHES:	POOR •	FAIR •	GOOD •	EROSION PROBLEMS:	
TIES:	POOR •	FAIR •	GOOD •	SIZE:	QUANTITY:
HEADWALLS:	POOR •	FAIR •	GOOD •		
WALKWAY:	POOR •	FAIR •	GOOD •		
GUARDTIMBER	POOR •	FAIR •	GOOD •	SIZE:	

SUPERSTRUCTURE (Note any defects):

Minor cracking Spalling

SUBSTRUCTURE (Note any defects):

Minor cracking/spalling

RECOMMENDED WORK AND PRIORITY RATING

Work designated with an asterisk (*) should be addressed immediately.

PHOTOS

Roll #_____	# (Overall Picture of Bridge)
#	# (Picture of Deck)
#	# (Jacking setup)
#	# (Close-up of Repair)
#	# (Overall view of Repair)
#	# (Access and Parking Trailer)
#	#
#	#
#	#

Osmose®

San Pedro Southwestern Railroad



Bridge 30.45

San Pedro & Southwestern Railway

LINE: Main Line

Osmose®

INSPECTION SUMMARY

BRIDGE # 30.45

MILEPOST: 30.45 | SECTION# 1

TYPE: BDRT | LOCATION: Lewis Springs, AZ

INSPECTION DATE: 5/12/2005 | INSPECTOR: KT & GC

Findings:

Bent 2

Pile 4 - Possible Reject

Cap - Reject

Bent 4

Cap - Reject

Bent 5

Pile 1 - Reject

Headwalls - OK
Ballast retainers - OK
Handrailing - Poor

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.4	3	RAILROAD	Replace handrailing
2	1.1	3	OSMOSE	Replace: - Cap on Bent 2 - Cap on Bent 4
3	1.3	4	OSMOSE	Post: - Pile 1 of Bent 5
4	1.2	5	RAILROAD	Monitor: - Pile 4 of Bent 2

OSMOSE RAILROAD SERVICES, INC.

140.24b

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 5-12 20 05

Owner San Pedro + Southwestern RR Reg./Div. _____ Bridge No. 3045

Dist./Sub/Branch Main Line

Location Lewis Springs, AZ

Type: (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 _____

BENT	PILES PER BENT	PILE	PILE HT.	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	G/L TR.	PP	LIN. FT. PILING
1	6		–							buried					
										40/ stringers					
2	6	4	6		SPLIT						15	PX			
		CAP		over P6	2	6	CAP		X						
		1		G/L	ok										
3	6	4	6	D/P	3	2									
		6		G/L	5	1½									
		CAP		over P4	ok										
4	6	CAP	6	over P1	3	4	CAP		X						
5	6	1	3	G/L	split		P4-5-6 buried				11	X			
6	6		–							buried					
7	6		–							buried					
										Headwalls – buried					
										BR – OK					
										Handrailing – Poor					

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWeld
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 Is (N) S E W
(Timetable)

SIGNED KT 66

Osmose®

San Pedro Southwestern Railroad



Bridge 31.0

San Pedro & Southwestern Railway

LINE: Main Line

Osmose®

INSPECTION SUMMARY

BRIDGE # 31.0

MILEPOST: 31.00 SECTION# 1

TYPE: Concrete Slab LOCATION: Lewis Springs, AZ

INSPECTION DATE: 5/13/2005 INSPECTOR: KT & CG

Findings:

- Cracking/ spalling/efflorescence of Structure
  Drift at Piers 4, 7 & 8

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.2	3	RAILROAD	Remove Drift from Piers 4, 7 & 8
2	1.1	5	RAILROAD	Monitor: - Cracking/ spalling/efflorescence of Structure

Osmose.

BID SHOWING/ INSPECTION REPORT

DATE: 5-13-5 BY: KT/66

Bridge No: 31 2

CUSTOMER INFORMATION:

CUSTOMER NAME: San Pedro + Southwestern Railroad

REGION: | DIVISION: Main Line | DISTRICT:

BRIDGE DESCRIPTION:

LENGTH: 42	# OF SPANS: 10	# OF TRACKS:	YEAR BUILT:

TYPE: DPG • TPG • TRUSS • (SLAB •) ARCH • TRESTLE • ODPT • BEAM SPAN • BDPT • OTHER •

(Show overall picture of bridge) Conc SLAB

NO. MEMBERS FROM (E) (W) (N) (S) (Railroad Direction)

MILEAGE INCREASES FROM (E) (W) (N) (S) to (E) (W) (N) (S) (Railroad Direction)

APPROXIMATE LOCATION: _____ miles (E) (W) (N) (S) (Compass) of the town of: Lewis Springs, AZ

Overall Sketch: (include span lengths)

2 Conc Abuts

9 Conc Piers

Ballast Deck

Typical Bent or Pier Sketch:

GENERAL

ACCESS TRUCK • BOMB • (RAIL •) Park Work Trailer: Park Concrete Pump:

Sketch Directions to Bridge: **Directions:**

GPS COORDINATES: Nearest Crossing:

BRIDGE: TANGENT • CURVE • Superelevation is in _____

GUARD RAIL: YES • NO • WALKWAY: YES • NO • LOCATION:

SKEWED: YES • NO • Type of Walk: Dim: x x long

RE OPTICS: YES • NO • CULVERT: YES • NO •

BRIDGE IS OVER Maximum Bridge Height:

Bents or Piers in Water: Maximum Water Depth:

		Bridge No: 310

CONDITION

LINE & SURFACE:	POOR •	FAIR •	GOOD •			
APPROACHES:	POOR •	FAIR •	GOOD •	EROSION PROBLEMS:		
TIES:	POOR •	FAIR •	GOOD •	SIZE:		QUANTITY:
HEADWALLS:	POOR •	FAIR •	GOOD •			
WALKWAY:	POOR •	FAIR •	GOOD •			
GUARDTIMBER	POOR •	FAIR •	GOOD •	SIZE:		

SUPERSTRUCTURE (Note any defects):

Cracking / spalling / efforesence

SUBSTRUCTURE (Note any defects):

Drift Pier 4, 7 + 8 Drift (4)

RECOMMENDED WORK AND PRIORITY RATING

Work designated with an asterisk (*) should be addressed immediately.

PHOTOS

Roll #_____	# (Overall Picture of Bridge)
#	# (Picture of Deck)
#	# (Jacking setup)
#	# (Close-up of Repair)
#	# (Overall view of Repair)
#	# (Access and Parking Trailer)
#	#
#	#
#	#

Osmose®

San Pedro Southwestern Railroad



Bridge 31.2

San Pedro & Southwestern Railway

LINE: Main Line

Osmose®

INSPECTION SUMMARY

BRIDGE # 31.2

MILEPOST: 31.20 | SECTION# 1

TYPE: BDP1 | LOCATION: Lewis Springs, AZ

INSPECTION DATE: 5/13/2005 | INSPECTOR: KT & GG

Findings:

Bent 2

Pile 2 - Reject
3" Gap over Pile 5

Bent 3

1/4" Gap over Pile 1

Headwalls - OK
Ballast Retainers - OK
Handrailing - OK
Deck Planks - OK

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.1	3	OSMOSE	Shim over Pile 5 of Bent 2
2	1.3	4	OSMOSE	Post: - Pile 2 of Bent 2
3	1.2	4	OSMOSE	Shim or Epoxy: - Over Pile 1 of Bent 3

OSMOSE RAILROAD SERVICES, INC.

140.24b

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 5-13 20 05

Owner San Pedro + Southwestern RR Reg./Div. _____ Bridge No. 312

Dist./Sub/Branch Main Line

Location Lewis Springs, AZ

Type: (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 _____

BENT	PILES PER BENT	PILE	PILE HT.	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	G/L TR.	PP	LIN. FT. PILING
1	7		←												
2	7		6			3"	gap	over		P5					
		2		6/L	2	10	2	10			15	X			
										P5 PP(A) 6/L					
3	7		6½				¼ g	over		P1					
				P1	+6		PP(A)	6/L							
4	7		2				S - OK								

Headwalls - OK
Ballast Retainers - OK
Handrailing - OK
Deck Planks - OK

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

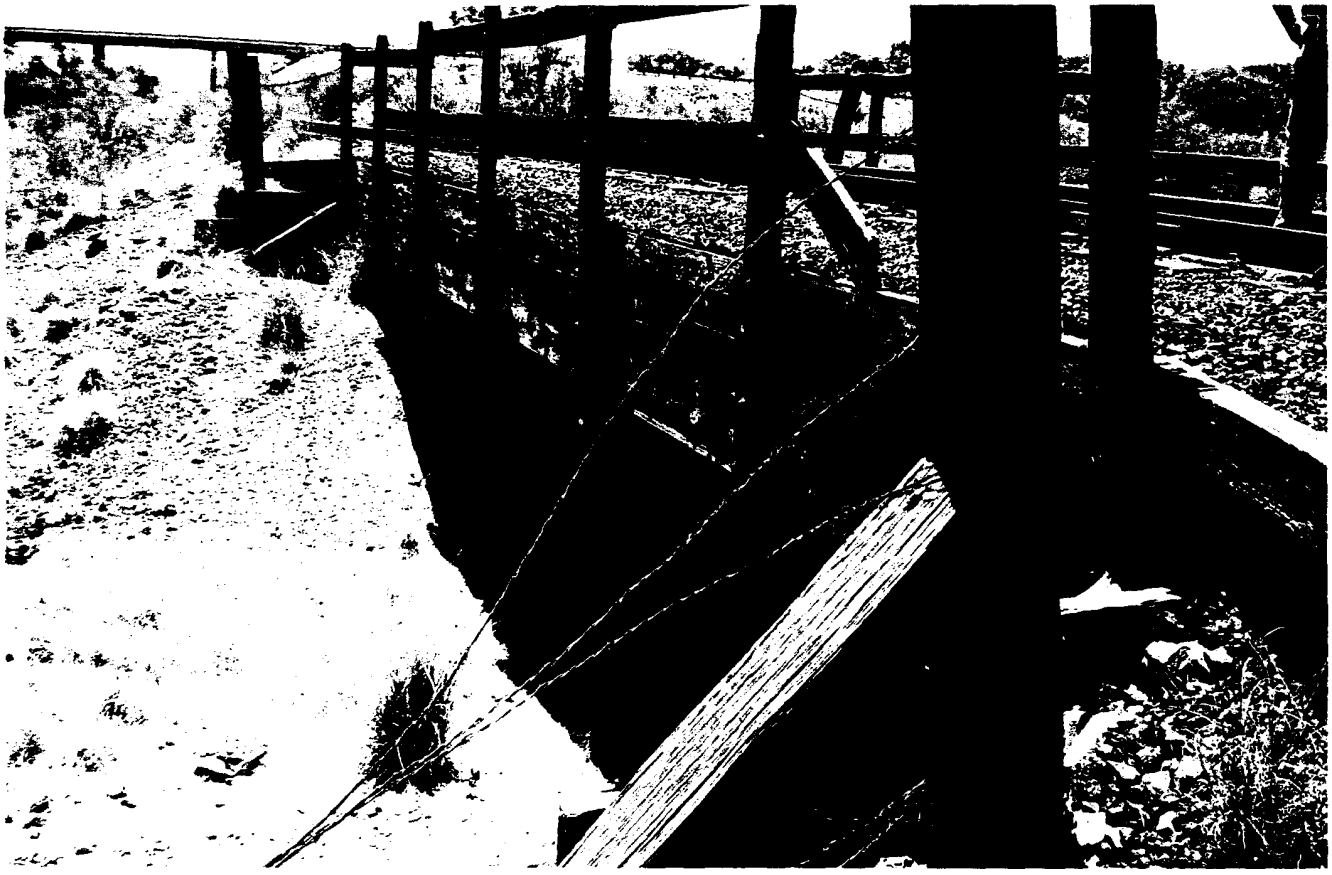
H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DR — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — Osmo/Weld
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N (S) E W
Bent # 1 Is N (S) E W
(Timetable)

SIGNED KT 66

Osmose®

San Pedro Southwestern Railroad



Bridge 31.7

San Pedro & Southwestern Railway

LINE: Main Line

Osmose®

INSPECTION SUMMARY

BRIDGE # 31.7

MILEPOST: 31.70 | SECTION# 1

TYPE: BDPT | LOCATION: Lewis Springs, AZ

INSPECTION DATE: 5/13/2005 | INSPECTOR: KT & GG

Findings:

Approaches - Low
Handrailing - Poor
Ballast retainers - OK
Headwalls - OK
Deck Planks - OK

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.2	3	RAILROAD	Replace all handrailing
2	1.1	4	RAILROAD	Add ballast and tamp up both approaches

OSMOSE RAILROAD SERVICES, INC.

140.24b

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 5-13 20 05

Owner San Pedro + Southwestern Reg./Div. _____ Bridge No. 317

Dist./Sub/Branch Main Line

Location Lewis Springs, AZ

Type: (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 _____

BENT	PILES PER BENT	PILE	PILE HT.	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	G/L TR.	PP	LIN. FT. PILING
1	7		2				S	-0K							
2	7		6				S	-0K							
3	7	4	6	G/L	ok										
4	7		1				S	-0K							
										Apps - Low					
										Handrailing - Poor					
										BR - OK					
										Headwalls - OK					
										Deck Planks - OK					

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DR — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWeld
D/P — Drift Pin
G/L — Grounding Area

Bents Numbered From (N) S E W
Piling Numbered From N (S) E W
Bent # 1 Is (N) S E W
(Timetable)

SIGNED KT 6/6

Osmose®

San Pedro Southwestern Railroad



Bridge 32.3

San Pedro & Southwestern Railway

LINE: Main Line

Osmose®

INSPECTION SUMMARY

BRIDGE # 32.3

MILEPOST: 32.30 | SECTION# 1

TYPE: Concrete Arch | LOCATION: Lewis Springs, AZ

INSPECTION DATE: 5/13/2005 | INSPECTOR: KT & CG

Findings:

Cracking/ spalling/efflorescence of Concrete Arch

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.1	5	RAILROAD	Monitor: - Cracking/ spalling/efflorescence of Concrete Arch

Osmose.

BID SHOWING/ INSPECTION REPORT

DATE: 5-13-5 BY: KT/66

Bridge No: 323

CUSTOMER INFORMATION:

CUSTOMER NAME: San Pedro + Southwestern RR

REGION: | DIVISION: Main Line | DISTRICT:

BRIDGE DESCRIPTION:

LENGTH: | # OF SPANS: | # OF TRACKS: | YEAR BUILT:

TYPE: DPG • TPG • TRUSS • SLAB • (ARCH) • TRESTLE • ODPT • BEAM SPAN • BDPT • OTHER •

(Show overall picture of bridge) Conc Arch

NO. MEMBERS FROM (E) (W) (N) (S) (Railroad Direction) | MILEAGE INCREASES FROM (E) (W) (N) (S) to (E) (W) (N) (S) (Railroad Direction)

APPROXIMATE LOCATION: _____ miles (E) (W) (N) (S) (Compass) of the town of: Lewis Springs, AZ

Overall Sketch: (include span lengths)

26' Arch

Typical Bent or Pier Sketch:

GENERAL

ACCESS TRUCK • BOMB • (RAIL) • Park Work Trailer: Park Concrete Pump:

Sketch Directions to Bridge:

Directions:

GPS COORDINATES: Nearest Crossing:

BRIDGE: (TANGENT) • CURVE • Superelevation is in_____

GUARD RAIL: YES • (NO) • WALKWAY: YES • (NO) • LOCATION:

SKEWED: YES • (NO) • Type of Walk: Dim: x x long

RE OPTICS: YES • (NO) • CULVERT: YES • (NO) •

BRIDGE IS OVER Wash Maximum Bridge Height: 15

Bents or Piers in Water: Maximum Water Depth:

		Bridge No: 323

CONDITION

LINE & SURFACE:	POOR •	FAIR •	GOOD •			
APPROACHES:	POOR •	FAIR •	GOOD •	EROSION PROBLEMS:		
TIES:	POOR •	FAIR •	GOOD •	SIZE:	QUANTITY:	
HEADWALLS:	POOR •	FAIR •	GOOD •			
WALKWAY:	POOR •	FAIR •	GOOD •			
GUARDTIMBER	POOR •	FAIR •	GOOD •	SIZE:		

SUPERSTRUCTURE (Note any defects):

No significant defects - Located

SUBSTRUCTURE (Note any defects):

cracking / spalling / efflorescence (5)

RECOMMENDED WORK AND PRIORITY RATING

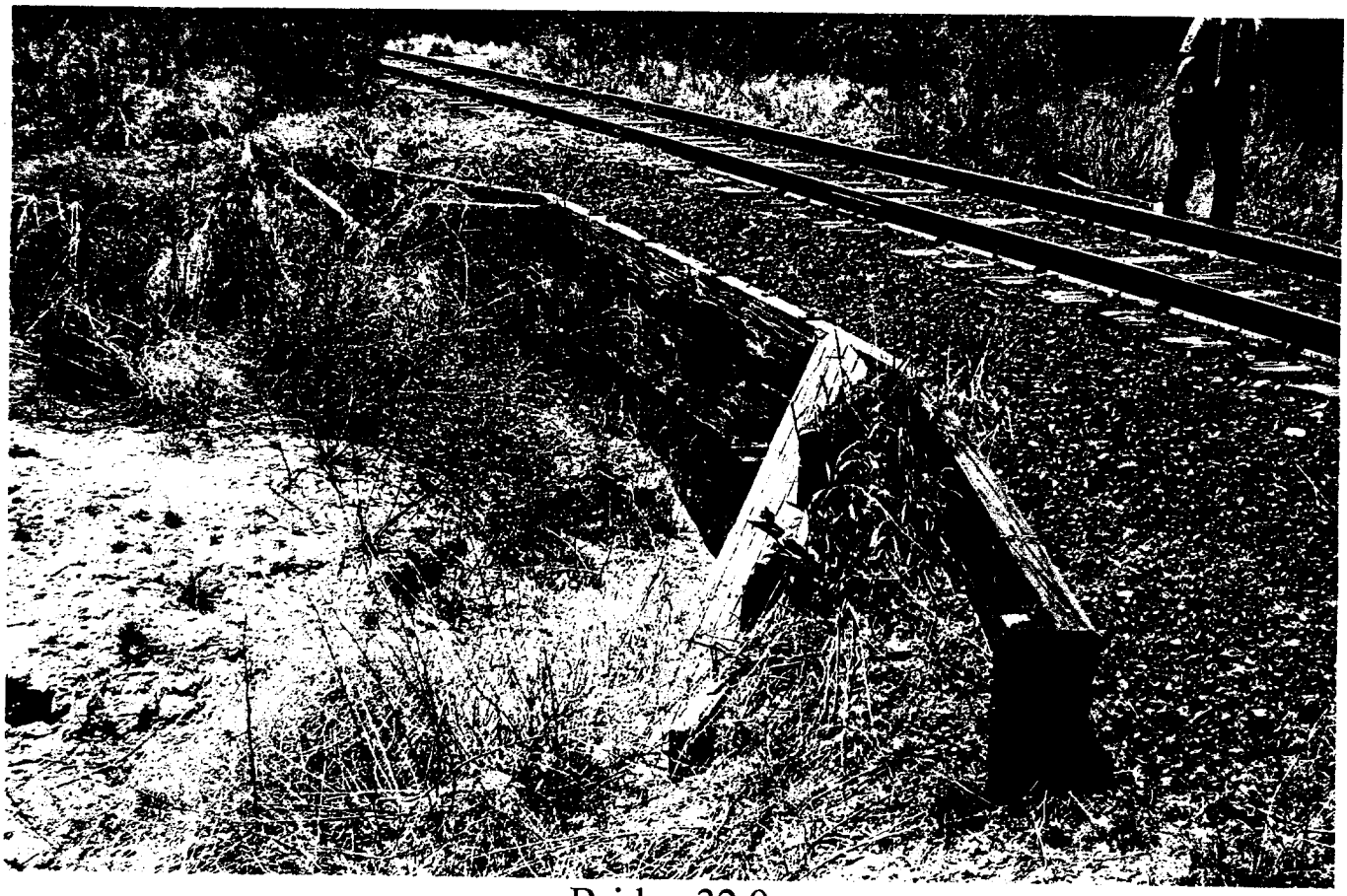
Work designated with an asterisk (*) should be addressed immediately.

PHOTOS

Roll #_____	# (Overall Picture of Bridge)
#	# (Picture of Deck)
#	# (Jacking setup)
#	# (Close-up of Repair)
#	# (Overall view of Repair)
#	# (Access and Parking Trailer)
#	#
#	#
#	#

Osmose®

San Pedro Southwestern Railroad



Bridge 32.9

Main Line

06/03/05

Osmose®

INSPECTION SUMMARY

San Pedro & Southwestern Railway

LINE: Main Line

BRIDGE # 32.9

MILEPOST: 32.90 SECTION# 1

TYPE: BDPT LOCATION: Lewis Springs, AZ

INSPECTION DATE: 5/13/2005 INSPECTOR: KT & GG

Findings:

Headwalls - OK
Ballast Retainers - OK
Deck Planks - OK

No significant defects located at the time of this inspection

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.1	5	RAILROAD	Continue to inspect bridge on regular railroad inspection schedule

OSMOSE RAILROAD SERVICES, INC.

140.24b

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 5-13 20 05

Owner San Pedro + Southwestern RR Reg./Div. _____ Bridge No. 329

Dist./Sub/Branch Main Line

Location Lewis Springs, AZ

Type: (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 _____

BENT	PILES PER BENT	PILE	PILE HT.	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	G/L TR.	PP	LIN. FT. PILING
1	7		1				S-OK								
2	7		2				S-OK								
										Headwalls-OK					
										Ballast Retainers-OK					
										Deck Planks-OK					

SYMBOLS All Borings in Inches and Fractions to nearest ½"

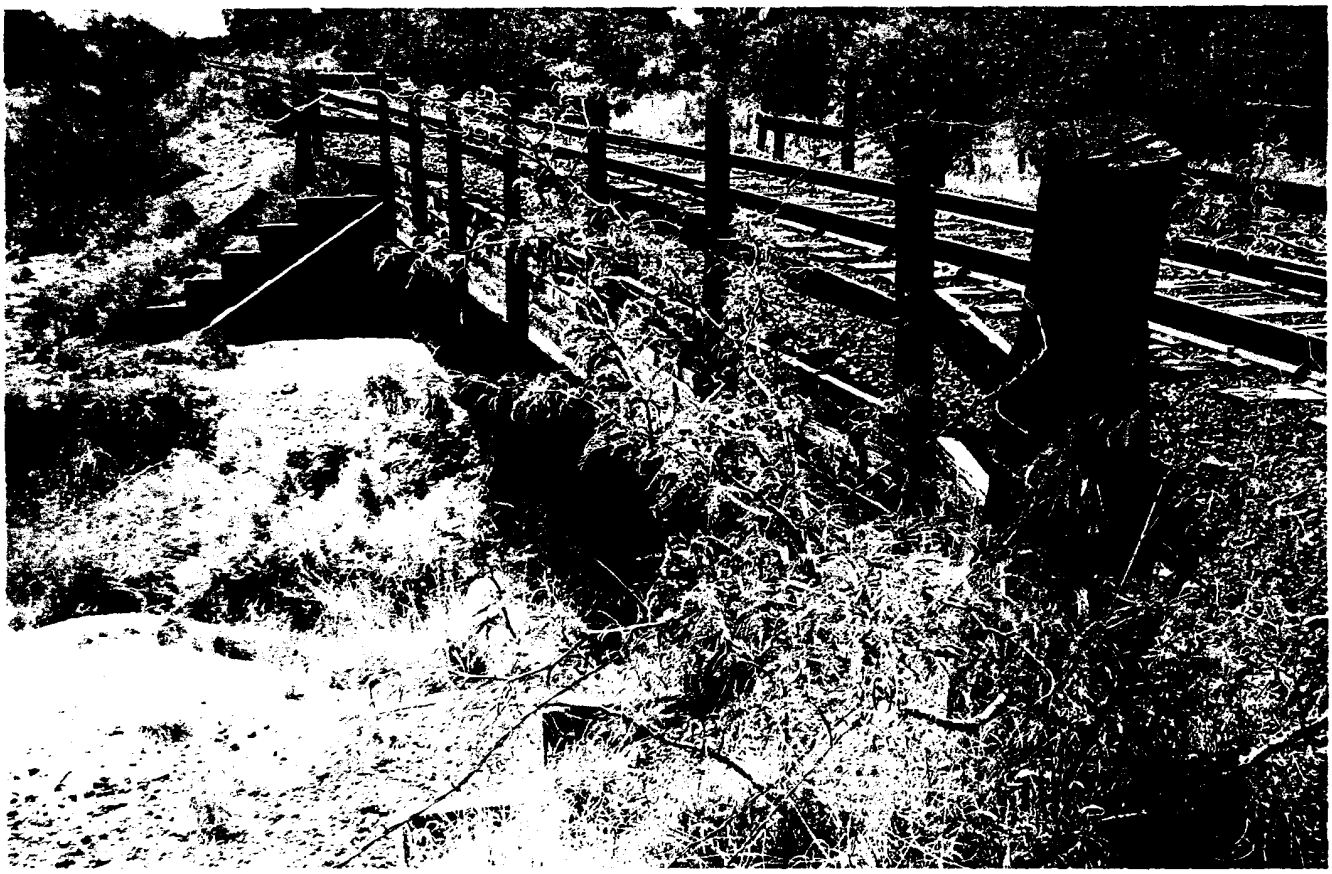
H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DR — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWeld
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 Is (N) S E W
(Timetable)

SIGNED KT 1.10

Osmose®

San Pedro Southwestern Railroad



Bridge 33.8

San Pedro & Southwestern Railway

LINE: Main Line

Osmose®

INSPECTION SUMMARY

BRIDGE # 33.8

MILEPOST: 33.80 | SECTION#: 1

TYPE: BDPT | LOCATION: Lewis Springs AZ

INSPECTION DATE: 5/13/2005 | INSPECTOR: KT & CG

Findings:

Headwalls - OK
Ballast retainers - OK
Deck Planks - OK
Handrailing - Poor
Approaches - Low

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.1	3	RAILROAD	Replace all handrailing
2	1.2	4	RAILROAD	Add ballast and tamp up both approaches

OSMOSE RAILROAD SERVICES, INC.

140.24b

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 5-13 20 05

Owner Southwestern RR Reg./Div. San Pedro + Bridge No. 338

Dist/Sub/Branch Main Line

Location Lewis Springs, AZ

Type: (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 _____

BENT	PILES PER BENT	PILE	PILE HT.	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	G/L TR.	PP	LIN. FT. PILING
1	7	4	1½	6/L	OK										
		6		6/L	7½	1									
2	7		8				S-OK								
3	7		9				S-OK								
4	7		2				S-OK								
										Headwalls-OK					
										Ballast Retainers-OK					
										Deck Planks-OK					
										Handrailing - Poor					
										Apps - Low					

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DR — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWeld
O/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S E (W)
Bent # 1 Is (N) S E W
(Timetable)

SIGNED KT 66

Osmose®

San Pedro Southwestern Railroad



Bridge 34.6

Osmose®

INSPECTION SUMMARY

San Pedro & Southwestern Railway

LINE: Main Line

BRIDGE # 34.6

MILEPOST: 34.60 SECTION#

TYPE: BDPT LOCATION: Lewis Springs, AZ

INSPECTION DATE: 5/13/2005 INSPECTOR: KT & CC

Findings:

Bent 2

Pile 1 - Reject

Bent 4

Cap - Reject

Headwalls - OK
Ballast Retainers - OK
Handrailing - Poor
Deck Planks - OK

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.3	3	RAILROAD	Replace all handrailing
2	1.1	3	OSMOSE	Replace: - Cap on Bent 4
3	1.2	4	OSMOSE	Post: - Pile 1 of Bent 2

OSMOSE RAILROAD SERVICES, INC.

140.24b

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 5-13 20 05

Owner San Pedro + South western RR Reg./Div. _____ Bridge No. 346

Dist./Sub/Branch Main Line

Location Lewis Springs, AZ

Type: (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 _____

BENT	PILES PER BENT	PILE	PILE HT.	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	G/L TR.	PP	LIN. FT. PILING
1	7		1½				S - OK								
2	7	1	2	6/L	3	11	3	11			16	X			
3	7		2				S - OK								
4	7	2	3½	6/L	5	5					13¾				
		3		6/L	5	5									
		CAP		over P2	5½	7	CAP - (X)								
		CAP													
										Headwalls - Ok					
										Ballast Retainers - Ok					
										Handrailing - Poor					
										Deck Planks - Ok					

SYMBOLS All Borings in Inches and Fractions to nearest ⅛"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DR — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWeld
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 Is (N) S E W
(Timetable)

SIGNED KT 66

Osmose®

San Pedro Southwestern Railroad



Bridge 35.4

San Pedro & Southwestern Railway

LINE: Main Line

Osmose®

INSPECTION SUMMARY

BRIDGE # 35.4

MILEPOST: 35.40 SECTION# 1

TYPE: BDPT LOCATION: Hereford, AZ

INSPECTION DATE: 5/13/2005 INSPECTOR: KT & GC

Findings:

Bent 7

Pile 1 - Reject

Headwalls - OK
Ballast Retainers - Poor
Deck Planks - Poor

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.2	4	OSMOSE	Replace all ballast retainers
2	1.1	4	OSMOSE	Post: - Pile 1 of Bent 7
3	1.3	5	RAILROAD	Monitor deck planking

OSMOSE RAILROAD SERVICES, INC.

140.24b

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 5-13 20 05

Owner San Pedro + Southwestern RR Reg./Div. _____ Bridge No. 354

Dist./Sub/Branch _____

Location Hereford, AZ

Type: (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 37

BENT	PILES PER BENT	PILE	PILE HT.	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	G/L TR.	PP	LIN. FT. PILING
1	6		–							Bees					
2	6		5½				S-	OK							
3	6		6				S-	OK							
4	6		5½				S-	OK							
5	6		6				S-	OK							
6	6		6				S-	OK							
7	6	1	8	6/L	0	12					16	X			
8	6		8				S-	OK							
9	6		6				S-	OK							
10	6		5				S-	OK							
11	6		5				S-	OK							
12	4		2				S-	OK							
										Headwalls - OK					
										BR - Poor					
										Deck Planks - Poor					

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

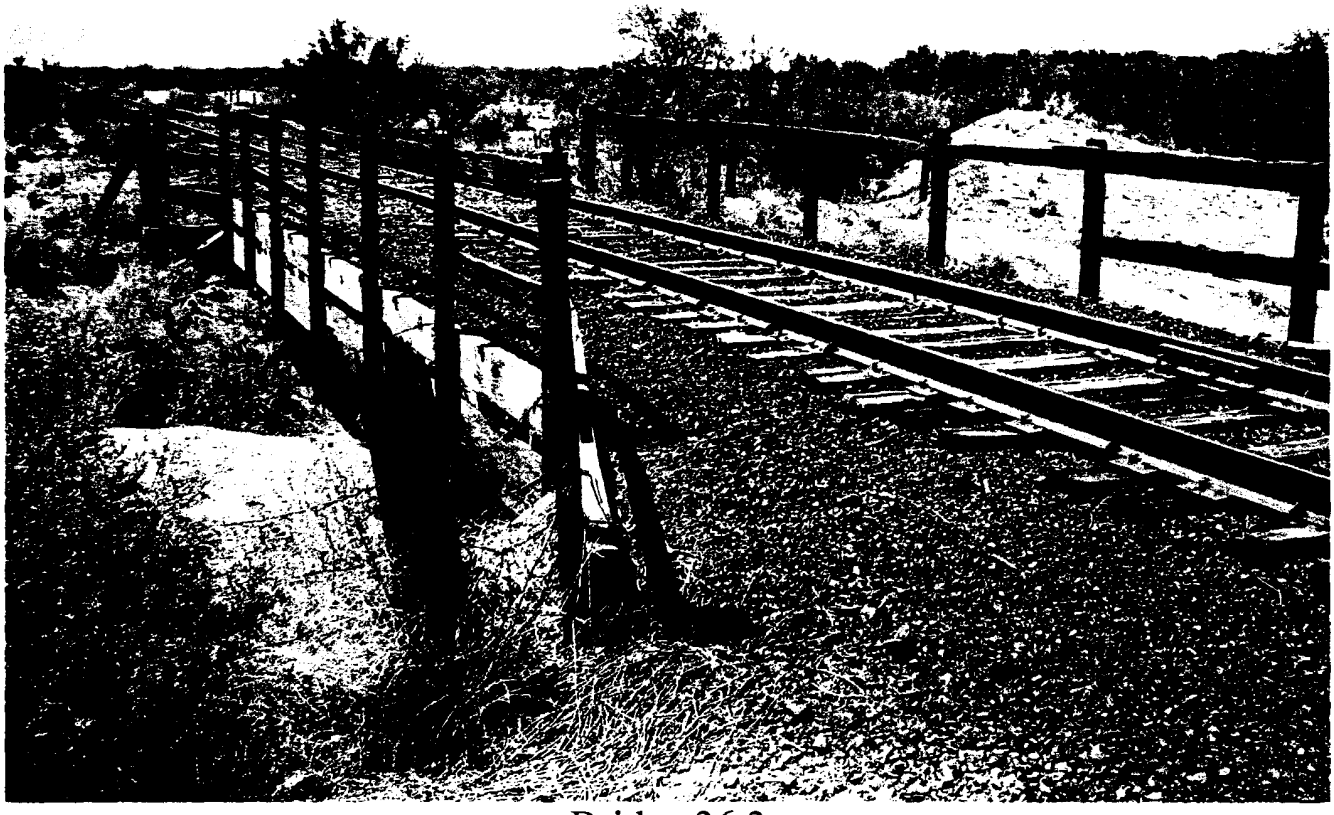
H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — Osmowield
O/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 Is (N) S E W
(Timetable)

SIGNED KT C.L.O

Osmose®

San Pedro Southwestern Railroad



Bridge 36.3

Osmose®

INSPECTION SUMMARY

BRIDGE # 36.3

MILEPOST: 36.30 | SECTION#: 1

TYPE: BDPT | LOCATION: Hereford, AZ

INSPECTION DATE: 5/13/2005 | INSPECTOR: KT & GG

Findings:

Bent 1

Pile 5 - Reject
Pile 7 - Reject

Handrailing - OK
Ballast Retainers - OK
Deck Planks - OK
Headwalls - OK

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.1	4	OSMOSE	Post: - Pile 5 of Bent 1 - Pile 7 of Bent 1

OSMOSE RAILROAD SERVICES, INC.

140.24b

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 5-13 20 05

Owner San Pedro + Southwestern RR Reg./Div. _____ Bridge No. 363

Dist./Sub/Branch Main Line

Location Hereford, AZ

Type: (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 _____

BENT	PILES PER BENT	PILE	PILE HT.	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	G/L TR.	PP	LIN. FT. PILING
1	7	3	1	G/L	0	OK									
		5		G/L	1	10					13	X			
		7		G/L	2	11					15	X			
2	7	2	3	G/L	5	8	5	6			16				
3	7		2½				5	-OK							
4	7		–							buried					
										Handrailing – OK					
										Ballast Retainers – OK					
										Deck Planks – OK					
										Headwalls – OK					

SYMBOLS All Borings in Inches and Fractions to nearest ½"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DR — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWeld
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 Is (N) S E W
(Timetable)

SIGNED KT 66

Osmose®

San Pedro Southwestern Railroad



Bridge 36.95

San Pedro & Southwestern Railway

LINE: Main Line

Osmose®

INSPECTION SUMMARY

BRIDGE # 36.95

MILEPOST: 36.95 SECTION# 1

TYPE: WSB LOCATION: Hereford, AZ

INSPECTION DATE: 5/13/2005 INSPECTOR: KT & GG

Findings:

Bent 5

Cap - Slight cornering

Bent 6

Cap - Reject (slight crushing)

Bent 7

Cap - Reject

Ballast Retainers - OK (1 section reject)
Deck Planks - OK

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.2	3	OSMOSE	Replace: - Cap on Bent 6 (slight crushing) - Cap on Bent 7
2	1.1	4	RAILROAD	Replace: - 1 section of ballast retainer
3	1.3	5	RAILROAD	Monitor: - Cap on Bent 5 (slight cornering)

OSMOSE RAILROAD SERVICES, INC.

140.24b

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 5-13 20 05

Owner San Pedro + Southwestern RR Reg./Div. _____ Bridge No. 36 95

Dist./Sub/Branch Main Line

Location Hereford

Type: (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) WSB Age 19 29

BENT	PILES PER BENT	PILE	PILE HT.	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	G/L TR.	PP	LIN. FT. PILING
1			Conc		Abut					w/Timber cap					
		CAP		ok				Span		1 - 1 sec of Br (X) gone (7')					
2			Conc		Ped					w/Timber Cap					
3			Conc		Ped					w/Timber Cap					
4			Conc		Ped					w/Timber cap					
5			Conc		Ped					w/Timber Cap					
		CAP			CAP -		Slight	Cornering		(5)					
6			Conc		Ped					w/Timber Cap					
		CAP			2	10	CAP - (X) (3)			Slight crushing					
7			Conc		Abut										
		CAP			4	5	CAP - (X) (3)								
										Deck Planks - OK					
										Ballast Retainers - OK					

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWeld
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # _____ Is N S E (W)
(Timetable)

SIGNED KT 66

Osmose®

San Pedro Southwestern Railroad



Bridge 37.8

San Pedro & Southwestern Railway

LINE: Main Line

Osmose®

INSPECTION SUMMARY

BRIDGE # 37.8

MILEPOST: 37.80 SECTION#: 1

TYPE: BDPT LOCATION: Hereford, AZ

INSPECTION DATE: 5/13/2005 INSPECTOR: KT & GG

Findings:

Handrailing - Poor
Headwalls - OK
Deck Planks - OK
Ballast Retainers - OK

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.1	3	RAILROAD	Replace all handrailing

OSMOSE RAILROAD SERVICES, INC.

140.24b

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 5-13 20 05

Owner San Pedro + Southwestern RR Reg./Div. _____ Bridge No. 378

Dist./Sub/Branch Main Line

Location Hereford, AZ

Type: (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 _____

BENT	PILES PER BENT	PILE	PILE HT.	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	G/L TR.	PP	LIN. FT. PILING
1	17		–							buried					
2	7		1½				S	OK							
3	7		1½				S	OK							
4	7		1½				S	OK							
										Handrailing - Poor					
										Headwalls - OK					
										Deck Planks - OK					
										Ballast Retainers - OK					

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWeld
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N S E W)
Piling Numbered From (N S E W)
Bent # 1 Is (N S E W)
(Timetable)

SIGNED KT 66

Osmose®

San Pedro Southwestern Railroad



Bridge 38.2

Osmose®

INSPECTION SUMMARY

San Pedro & Southwestern Railway

LINE: Main Line

BRIDGE # 38.2

MILEPOST: 38.20 SECTION#: 11

TYPE: BDPT LOCATION: Hereford, AZ

INSPECTION DATE: 5/13/2005 INSPECTOR: KT & GC

Findings:

Bent 5

Cap - Possible Reject

Bent 8

Cap - Reject (crushing)

Bent 9

Cap - Reject (crushing)

Headwalls - OK
South Approach - Very Low
Ballast Retainers - OK
Deck Planks - OK

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.2	2	OSMOSE	Replace: - Cap on Bent 8 (crushing) - Cap on Bent 9 (crushing)
2	1.3	3	RAILROAD	Add ballast and tamp up south approach
3	1.1	4	OSMOSE	Replace: - Cap on Bent 5

OSMOSE RAILROAD SERVICES, INC.

140.24b

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 5-13 20 05

Owner San Pedro + Southwestern RR Reg./Div. _____ Bridge No. 383

Dist./Sub/Branch Main Line

Location Hereford, AZ

Type: (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 _____

BENT	PILES PER BENT	PILE	PILE HT.	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	G/L TR.	PP	LIN. FT. PILING
1	6		1/2					S-OK							
2	6		3					S-OK							
3	6		6					S-OK							
4	6	2	7	6/L	ok										
5	6	CAP	6	over P1	2	3½				CAP - (PX)					
		CAP		over P3	ok										
		5		D/P	5	3									
6	6	6	6	6/L	ok										
7	6	CAP	6	over PH	OK										
8	6	CAP	3½		CAP - ⊗ Crushed (2)										
9	6	CAP	1		CAP - ⊗ Crushed (2) High Priority										
					Headwall - OK										
					South App - very Low										
					Ballast Retainers - OK										
					Deck Planks - OK										

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DR — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWeld
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 Is (N) S E W
(Timetable)

SIGNED KT CG

OSMOSE RAILROAD SERVICES, INC.

140 24b

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 5-13 20 05

Owner San Pedro + Southwestern RR Reg./Div. _____ Bridge No. 387

Dist./Sub/Branch Main Line

Location Hereford, AZ

Type: (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 _____

BENT	PILES PER BENT	PILE	PILE HT.	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	GAL TR.	PP	LIN. FT. PILING
1	6		-							buried					
2	6	CAP	4	over P3	3	4		CAP-	(X)						
3	6		3				S-OK								
4	6	CAP	3	over P3	3	6		CAP-	(X)						
5	6	CAP	2	over P3	4½	4½		CAP-	(X)						
6	6		1				S-OK								
										Headwalls-OK					
										Deck Planks-OK					
										Ballast Retainers-OK					

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DR — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWeld
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N (S) E W
Bent # 1 Is (N) S E W
(Timetable)

SIGNED KT 660

Osmose®

San Pedro Southwestern Railroad



Bridge 40.0

Main Line

06/03/05

San Pedro & Southwestern Railway

LINE: Main Line

Osmose®

INSPECTION SUMMARY

BRIDGE # 40.0

MILEPOST: 40.00 SECTION#: 1

TYPE: WSB LOCATION: Hereford, AZ

INSPECTION DATE: 5/13/2005 INSPECTOR: KT & GG

Findings:

Bent 1

Cap - Reject

Bent 5

Cap - Reject

Bent 6

Cap - Reject

Handrails - Poor
Ballast Retainers - OK
Deck Planks - OK

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.2	3	RAILROAD	Replace all handrails
2	1.1	3	OSMOSE	Replace: - Cap on Bent 1 - Cap on Bent 5 - Cap on Bent 6

OSMOSE RAILROAD SERVICES, INC.

140.24b

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 5-13 20 05

Owner San Pedro & Southwestern RR Reg./Div. _____ Bridge No. 40°

Dist./Sub/Branch Main Line

Location Hereford, AZ

Type: (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) WSB Age 19 30

BENT	PILES PER BENT	PILE	PILE HT.	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	G/L TR.	PP	LIN. FT. PILING
1			Conc		About					w/ Timber Cap					
		CAP			3½	5		CAP - (X)							
2			Conc Ped							w/ Timber Cap					
3			Conc Ped							w/ Timber Cap					
4			Conc		Ped					w/ Timber					
		CAP			OK										
5				Conc	Ped					w/ Timber					
		CAP			4	5		CAP - (X)							
6			Conc		About					w/ Timber					
		CAP			4½	5½		CAP - (X)							
										Handrails - Poor					
										Ballast Retainers - OK					
										Deck Planks - OK					

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

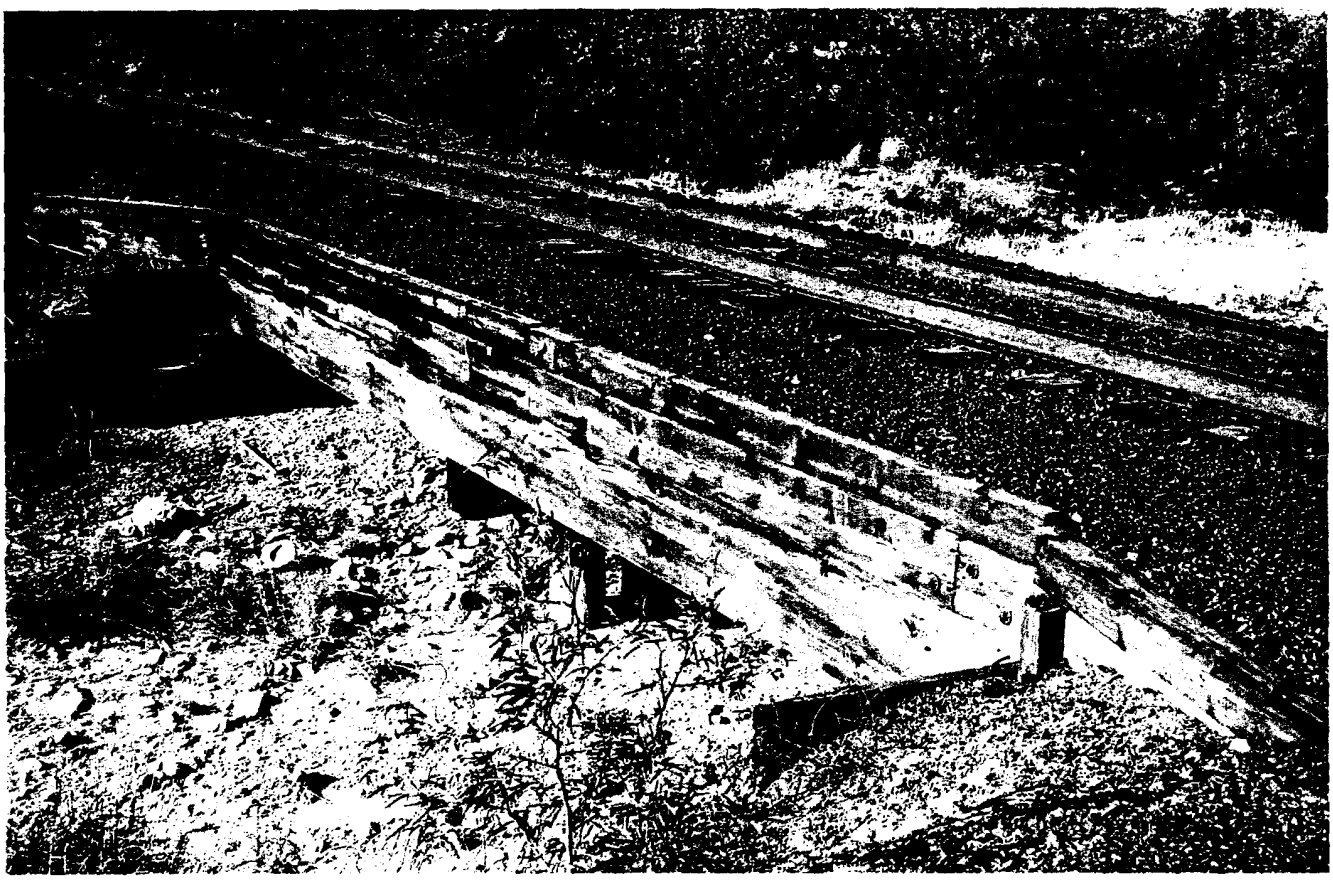
H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWeld
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N (S) E W
Bent # 1 Is N S E (W)
(Timetable)

SIGNED KT Gb

Osmose®

San Pedro Southwestern Railroad



Bridge 40.5

San Pedro & Southwestern Railway

LINE: Main Line

Osmose®

INSPECTION SUMMARY

BRIDGE # 40.5

MILEPOST: 40.50 SECTION# 1

TYPE: BDPT LOCATION: Hereford, AZ

INSPECTION DATE: 5/18/2005 INSPECTOR: KT & GG

Findings:

Bent 1

Cap - Possible Reject (slight bulge)

Headwalls - OK
Ballast Retainers - OK
Approaches - Low
Deck Planks - OK

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.2	4	RAILROAD	Add ballast and tamp up both approaches
2	1.1	4	OSMOSE	Replace: - Cap on Bent 1 (slight bulge)

OSMOSE RAILROAD SERVICES, INC.

140.24b

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 5-13 20 05

Owner San Pedro + Southwestern RR Reg./Div. _____ Bridge No. 405

Dist./Sub/Branch Main Line

Location Hereford, AZ

Type: (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 _____

BENT	PILES PER BENT	PILE	PILE HT.	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	GAL TR.	PP	LIN. FT. PILING
1	7		4		CAP -		PX	Slight bulge (4) Bees							
2	7		3				S - OK								
3	7		1				S - OK								
										Headwalls - OK					
										Ballast Retainer - OK					
										Apps - Low					
										Deck Planks - OK					

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DR — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWeld
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N S E W)
Piling Numbered From (N S E W)
Bent # 1 Is (N S E W)
(Timetable)

SIGNED KT 66

Osmose®

San Pedro Southwestern Railroad



Bridge 40.9

San Pedro & Southwestern Railway

LINE: Main Line

Osmose®

INSPECTION SUMMARY

BRIDGE # 40.9

MILEPOST: 40.90 SECTION# 1

TYPE: BDPT LOCATION: Hereford, AZ

INSPECTION DATE: 5/11/2005 INSPECTOR: KT & GG

Findings:

Bent 2

Pile 1 - Possible Reject
Pile 6 - Visual Reject

Cap - Reject (slight cornering)

Bent 5

Cap - Reject (crushing)

Bent 6

Cap - Reject (crushing)

Ballast Retainers - OK
Headwalls - OK

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.4	2	OSMOSE	Replace: - Cap on Bent 5 (crushing) - Cap on Bent 6 (crushing)
2	1.2	2	OSMOSE	Post: - Pile 6 of Bent 2 (visual reject)
3	1.3	3	OSMOSE	Replace: - Cap on Bent 2 (slight cornering)
4	1.1	5	RAILROAD	Monitor: - Pile 1 of Bent 2 (split)

San Pedro & Southwestern Railway

LINE: Main Line

Osmose®

INSPECTION SUMMARY

BRIDGE # 41.9

MILEPOST: 41.90 SECTION# 1

TYPE: WSB LOCATION: Hereford, AZ

INSPECTION DATE: 5/11/2005 INSPECTOR: KT & GG

Findings:

Bent 3

Cap - Reject (crushing)

Ballast Retainers - OK
Southeast Wingwall - Cracked @ shaft

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.2	3	OSMOSE	Pin & grout crack at southeast wingwall/shaft
2	1.1	3	OSMOSE	Replace: - Cap on Bent 3 (crushing)

OSMOSE RAILROAD SERVICES, INC.

140.24b

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 5-11 20 05

Owner San Pedro + Southwestern RR Reg./Div. _____ Bridge No. 419

Dist./Sub/Branch Main Line

Location Hereford, AZ

Type: (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) WSB Age 19 34

BENT	PILES PER BENT	PILE	PILE HT.	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	G/L TR.	PP	LIN. FT. PILING
1			Conc		Abutment					w/Timber Cap					
2			Conc		Ped.					w/Timber cap					
3			Conc		Abutment					w/Timber Cap					
		CAP			CAP - Ⓧ (3)					crushing					
										Ballast Retainers - OK					
					SE Wingwall - Cracked Ⓐ Shaft										

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DR — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWeld
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 Is (N) S E W
(Timetable)

SIGNED GT KT

Osmose®

San Pedro Southwestern Railroad



Bridge 42.5

San Pedro & Southwestern Railway

LINE: Main Line

Osmose®

INSPECTION SUMMARY

BRIDGE # 42.5

MILEPOST: 42.50 SECTION# 1

TYPE: BDRT LOCATION: Hereford, AZ

INSPECTION DATE: 5/11/2005 INSPECTOR: KT & GG

Findings:

Headwalls - OK
Ballast Retainers - OK
Deck Planks - OK
Handrailing - Poor

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.1	3	RAILROAD	Replace all handrailing

OSMOSE RAILROAD SERVICES, INC.

140.24b

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 5-11 20 05

Owner San Pedro + Southwestern RR Reg./Div. _____ Bridge No. 425

Dist./Sub/Branch Main Line

Location Hereford, AZ

Type: (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 40

BENT	PILES PER BENT	PILE	PILE HT.	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	GAL TR.	PP	LIN. FT. PILING
1	7	6	1½	½	3	2									
2	7	5	7	6½	ok										
3	7		3				S- OK								
										Headwalls- OK					
										Ballast Retainers - OK					
										Deck Planks - OK					
										Handrailing - Poor					

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

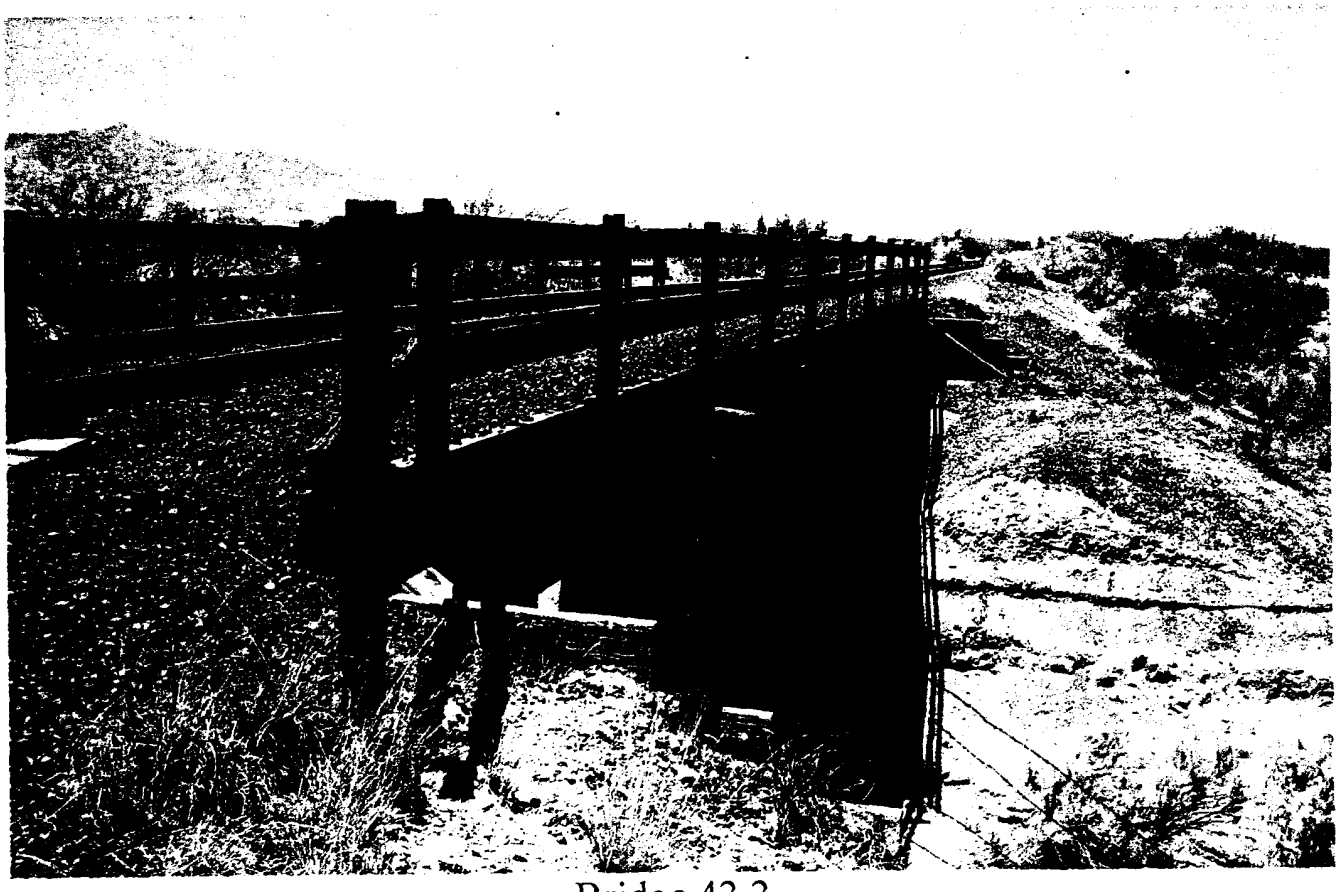
H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DR — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWeld
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N (S) E W
Bent # 1 Is (N) S E W
(Timetable)

SIGNED KT 66

Osmose®

San Pedro Southwestern Railroad



Bridge 43.3

San Pedro & Southwestern Railway

LINE: Main Line

Osmose®

INSPECTION SUMMARY

BRIDGE # 43.3

MILEPOST: 43.30 | SECTION# 1

TYPE: BDPT | LOCATION: Hereford, AZ

INSPECTION DATE: 5/17/2005 | INSPECTOR: KT & CG

Findings:

Headwalls - OK
Handrailing - Poor
Approaches - Low
Deck Planks - OK
Ballast Retainers - OK

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.2	3	RAILROAD	Replace all handrailing
2	1.1	4	RAILROAD	Add ballast and tamp up both approaches

OSMOSE RAILROAD SERVICES, INC.

140.24b

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 5-11 20 05

Owner San Pedro + Southwestern - RR Reg./Div. _____ Bridge No. 433

Dist./Sub/Branch Main Line

Location Hereford, AZ

Type: (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 36

BENT	PILES PER BENT	PILE	PILE HT.	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	G/L TR.	PP	LIN. FT. PILING
1	6		1½					S-OK							
2	6		6½					S-OK							
3	6		15					S-OK							
4	6		13½					S-OK							
5	6		10½					S-OK							
6	6		4					S-OK							
										Headwalls-ok					
										Handrailing - Poor					
										Apps - Low					
										Deck Planks - ok					
										Ballast Retainers - ok					

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

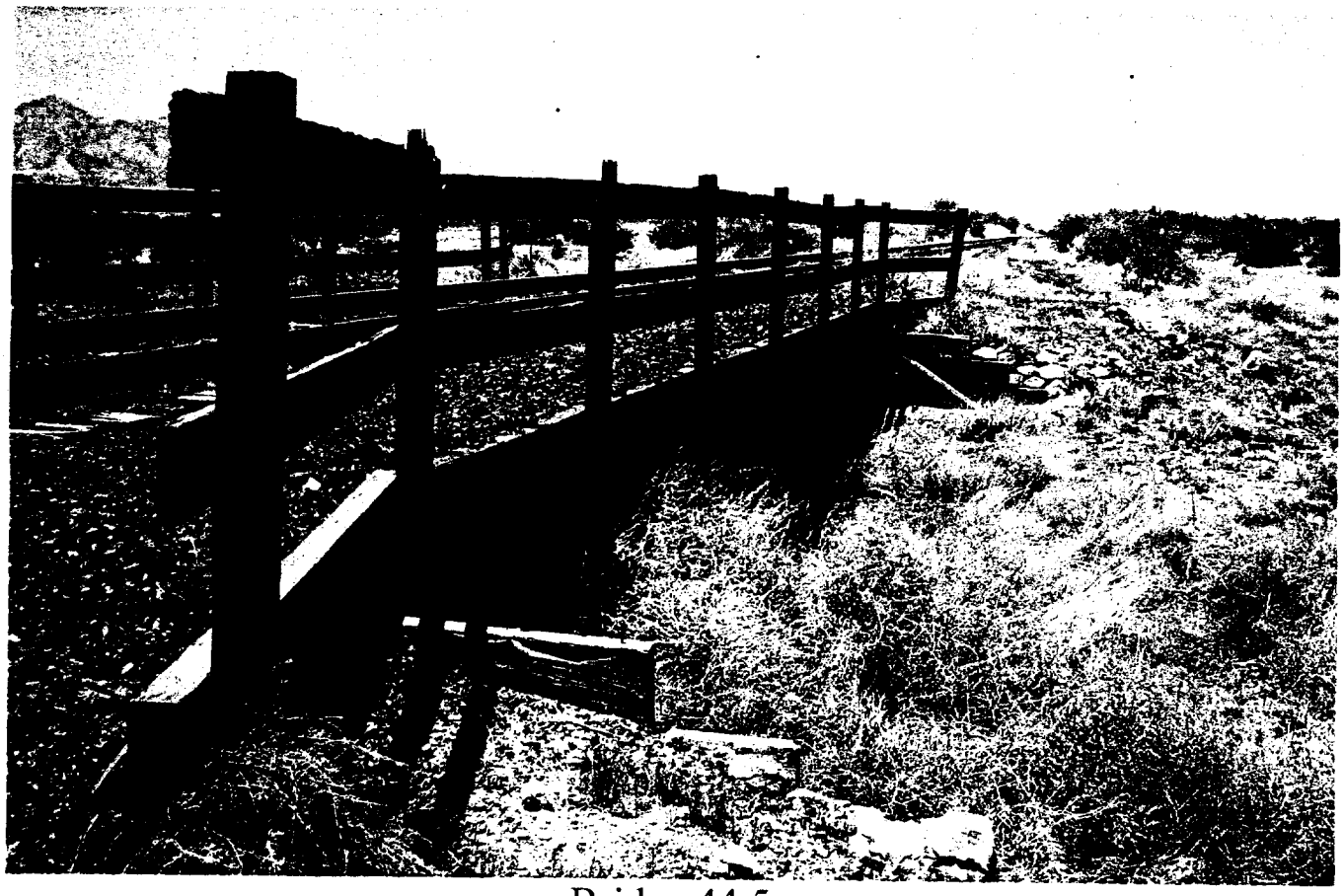
H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWeld
O/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N S E W)
Piling Numbered From N S E (W)
Bent # 1 Is N S E W
(Timetable)

SIGNED KT 606

Osmose®

San Pedro Southwestern Railroad



Bridge 44.5

San Pedro & Southwestern Railway

LINE: Main Line

Osmose®

INSPECTION SUMMARY

BRIDGE # 44.5

MILEPOST: 144.50 SECTION# 1

TYPE: BDPT LOCATION: Hereford, AZ

INSPECTION DATE: 5/11/2005 INSPECTOR: KT & GG

Findings:

Bent 2

Pile 1 - Reject

Deck Planks - OK
Ballast Retainers - OK
Handrailing - Poor
Headwalls - OK

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.2	3	RAILROAD	Replace all handrailing
2	1.1	4	OSMOSE	Post: - Pile 1 of Bent 2

OSMOSE RAILROAD SERVICES, INC.

140.24b

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 5-11 20 05

Owner San Pedro + Southwestern RR Reg./Div. _____ Bridge No. 445

Dist./Sub/Branch Main Line

Location Hereford, AZ

Type: (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 _____

BENT	PILES PER BENT	PILE	PILE HT.	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	GAL TR.	PP	LIN. FT. PILING
1	7		1½				S-OK								
2	7	1	3	6½	2	11	2	11			14½	X			
3	7		2½				S-OK								
4	7		1½				S-OK								
										Deck Planks - OK					
										Ballast Retainers - OK					
										Handrailing - Poor					
										Headwalls - OK					

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

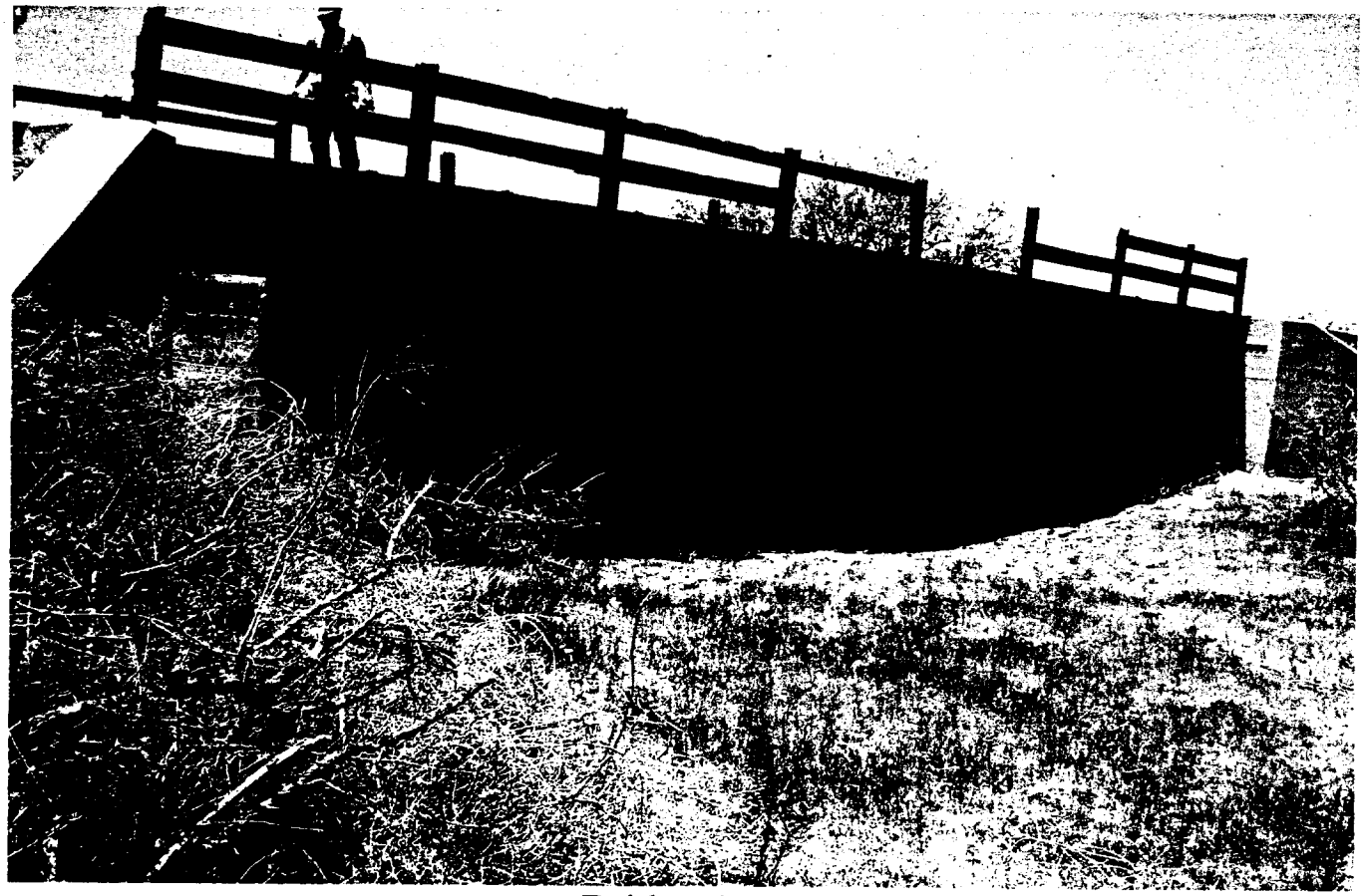
H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWeld
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 Is (N) S E W
(Timetable)

SIGNED KT 66

Osmose®

San Pedro Southwestern Railroad



Bridge 45.7

San Pedro & Southwestern Railway

LINE: Main Line

Osmose®

INSPECTION SUMMARY

BRIDGE # 45.7

MILEPOST: 45.70 | SECTION# 1

TYPE: WSB | LOCATION: Hereford, AZ

INSPECTION DATE: 5/11/2005 | INSPECTOR: KT & GG

Findings:

Bent 1

Cap - Reject (crushing)

Bent 3

Cap - Reject (crushing)

Bent 4

Cap - Reject (crushing)

Bent 5

Cap - Reject

Handrailing - Poor
Deck Planks - OK
Ballast Retainers - OK

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.1	2	OSMOSE	Replace: - Cap on Bent 1 (crushing) - Cap on Bent 3 (crushing) - Cap on Bent 4 (crushing)
2	1.3	3	RAILROAD	Replace all handrailing
3	1.2	3	OSMOSE	Replace: - Cap on Bent 5

OSMOSE RAILROAD SERVICES, INC.

140.24b

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 5-11 20 05

Owner San Pedro + South Western RR Reg./Div. _____ Bridge No. 457

Dist./Sub/Branch Main Line

Location Hereford, AZ

Type: (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) W SB Age 19 _____

BENT	PILES PER BENT	PILE	PILE HT.	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	GAL TR.	PP	LIN. FT. PILING
1				Conc	Abut					w/Timber cap					
		CAP			CAP-		(X)	(2)		crushing					
2				Conc	Ped					w/Timber Cap					
		CAP		LFA end	5	1									
3				conc	Ped					w/ Timber cap					
		CAP			CAP	-	(X)	(2)		crushing					
4				Conc	Ped					w/Timber cap					
		CAP			CAP	-	(X)	(2)		crushing					
5				Conc	Abut					w/Timber Cap					
		CAP		str 10	2	9	CAP	-	(X)	(3)					
										Handrailing - Poor					
										Deck Planks - OK					
										Ballast Retainers - ok					

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWeld
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 Is (N) S E W
(Timetable)

SIGNED KT 66

Osmose®

San Pedro Southwestern Railroad



Bridge 46.4

San Pedro & Southwestern Railway

LINE: Main Line

Osmose®

INSPECTION SUMMARY

BRIDGE # 46.4

MILEPOST: 46.40 SECTION# 1

TYPE: BDPT LOCATION: Naco, AZ

INSPECTION DATE: 5/11/2005 INSPECTOR: KT & GG

Findings:

Bent 2

1" Gap over Pile1

Headwalls - Poor
Handrailing - Poor
Ballast Retainers - OK
Deck Planks - OK

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.3	3	RAILROAD	Replace all handrailing
2	1.2	3	OSMOSE	Rebuild both headwalls
3	1.1	3	RAILROAD	Shim: - Over Pile 1 of Bent 2

OSMOSE RAILROAD SERVICES, INC.

140.24b

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 5-11 20 05

Owner San Pedro + Southwestern RR Reg./Div. _____ Bridge No. 464

Dist./Sub/Branch Main Line

Location Naco, AZ

Type: (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 _____

BENT	PILES PER BENT	PILE	PILE HT.	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	G/L TR.	PP	LIN. FT. PILING
1	7	CAP	1½	over PH	1	13									
2	7	2	4½			1"	gap	over	P1						
3	7		4				5 - OK								
										Headwalls - Poor					
										Handrailing - Poor					
										Ballast Retainers - OK					
										Deck Plank - OK					

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

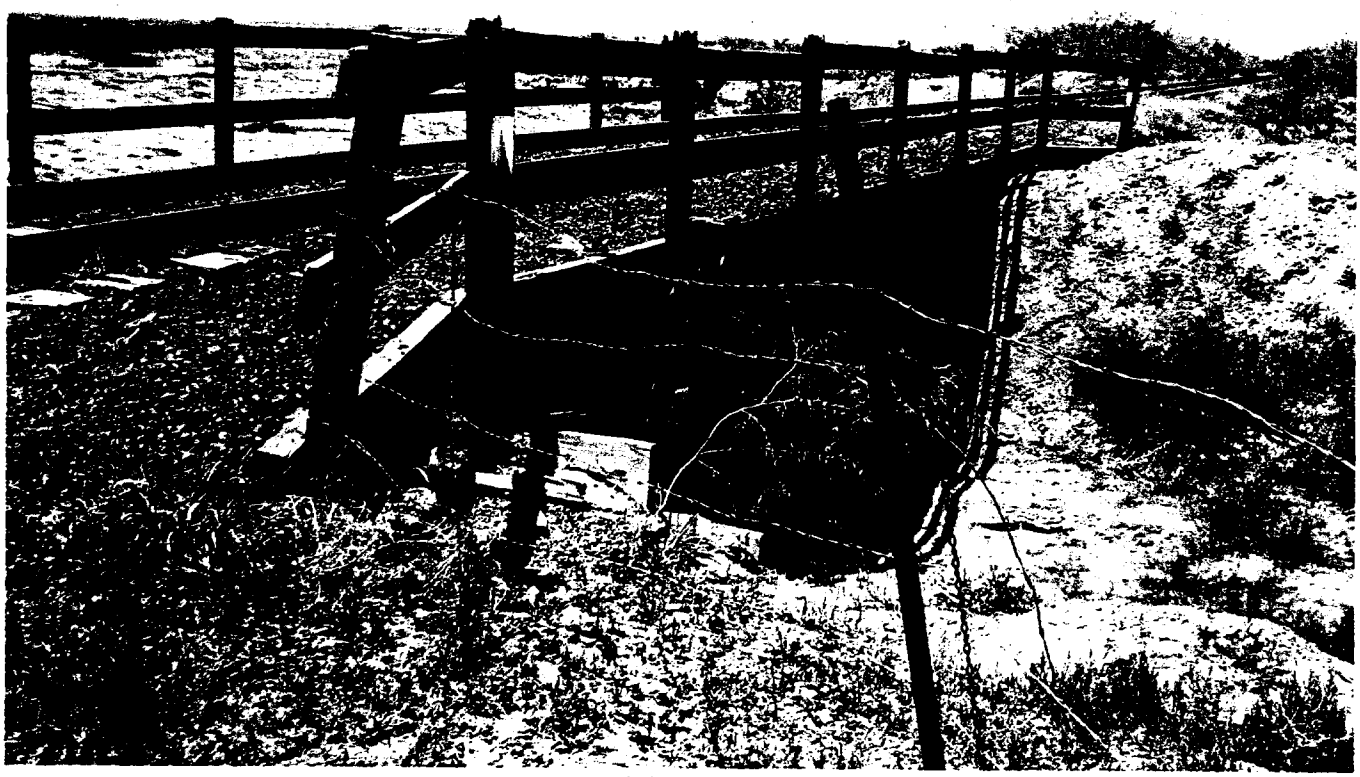
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X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DR — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWeld
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 Is (N) S E W
(Timetable)

SIGNED KT 66

Osmose®

San Pedro Southwestern Railroad



Bridge 46.9

San Pedro & Southwestern Railway

LINE: Main Line

Osmose®

INSPECTION SUMMARY

BRIDGE # 46.9

MILEPOST: 46.90 SECTION# 1

TYPE: BDPT LOCATION: Naco, AZ

INSPECTION DATE: 5/11/2005 INSPECTOR: KT & GG

Findings:

Bent 2

Pile 7 - Reject

Ballast Leak @ Span 3
Headwalls - OK
Handrailing - Poor
Ballast Retainers - OK

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.3	2	RAILROAD	Patch ballast leak @ Span 3
2	1.2	3	RAILROAD	Replace all handrailing
3	1.1	4	OSMOSE	Post: - Pile 7 of Bent 2

OSMOSE RAILROAD SERVICES, INC.

140.24b

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 5-11 20 05

Owner San Pedro + Southwestern Reg./Div. _____ Bridge No. 469

Dist./Sub/Branch Main Line

Location Naco, AZ

Type: (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 _____

BENT	PILES PER BENT	PILE	PILE HT.	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	G/L TR.	PP	LIN. FT. PILING
1	7		3½				S-OK								
2	7	7	4	1	2	9	SPLIT				14	X			
3	7		5				S-OK								
4	7		1½				S-OK								
										Ballast Leak - Span 3					
										Headwalls - OK					
										Handrailing Poor					
										Ballast Retainers - OK					

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

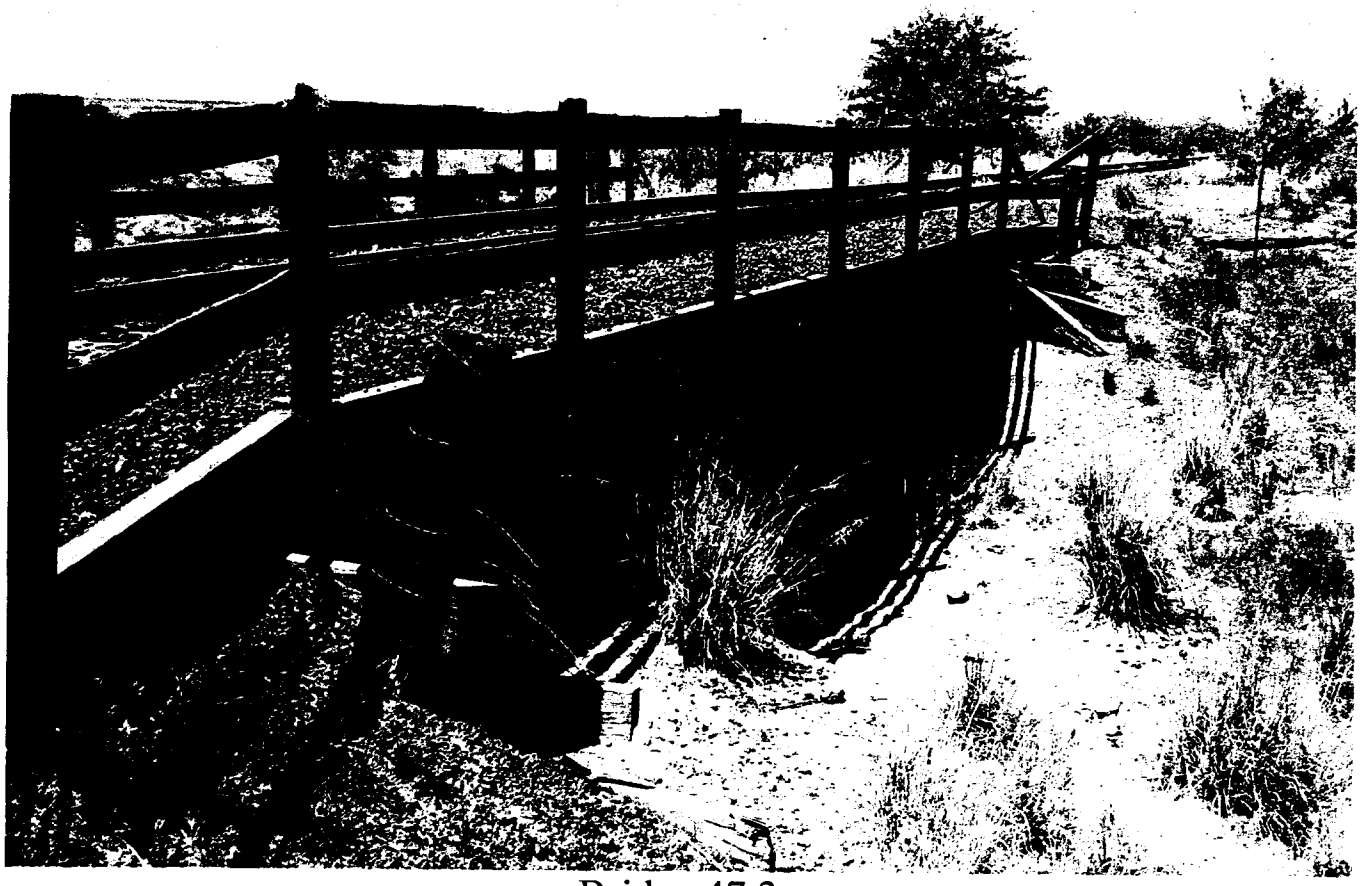
H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWeld
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 Is (N) S E W
(Timetable)

SIGNED KT AL

Osmose®

San Pedro Southwestern Railroad



Bridge 47.3

Osmose®

INSPECTION SUMMARY

BRIDGE # 47.3

MILEPOST: 47.30 SECTION#: 1

TYPE: BDPT LOCATION: Naco, AZ

INSPECTION DATE: 5/11/2005 INSPECTOR: KT & GG

Findings:

Bent 3

Pile 5 - Reject

Approaches - Low
Handrailing - Poor
Headwalls - OK
Deck Planks - OK

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.2	2	RAILROAD	Add ballast and tamp up both approaches
2	1.3	3	RAILROAD	Replace all handrailing
3	1.1	4	OSMOSE	Post: - Pile 5 of Bent 3

OSMOSE RAILROAD SERVICES, INC.

140.24b

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 5-11 20 05

Owner San Pedro + Southwestern Reg./Div. _____ Bridge No. 473

Dist./Sub/Branch Main Line

Location Naco, AZ

Type: (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 _____

BENT	PILES PER BENT	PILE	PILE HT.	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	G/L TR.	PP	LIN. FT. PILING
1	7		3½				S-OK								
2	7		4				S-OK								
3	7	5	4½	6/L	2	11	2	11			14½	X			
4	7	1	½	4/L	1	15					16½				

Apps- Low (2)
Handrailing - Poor
Headwalls - OK
Deck Planks - OK

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DR — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWeld
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N (S) E W
Bent # 1 Is N (S) E W
(Timetable)

SIGNED 66, KT

Osmose®

San Pedro Southwestern Railroad



Bridge 47.75

Main Line

06/03/05

Osmose®

INSPECTION SUMMARY

BRIDGE # 47.75

MILEPOST: 47.75 SECTION#: 11

TYPE: Concrete Tub LOCATION: Naco, AZ

INSPECTION DATE: 5/11/2005 INSPECTOR: KT&CG

Findings:

East Handrailing - 2 posts reject

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.1	3	RAILROAD	Replace 2 handrail posts on east side

Osmose.

BID SHOWING/ INSPECTION REPORT

DATE: 5-11-5 BY: KT/66

Bridge No: 4775

CUSTOMER INFORMATION:

CUSTOMER NAME: San Pedro + Southwestern RR

REGION: | DIVISION: Main Line | DISTRICT:

BRIDGE DESCRIPTION:

LENGTH: 30 | # OF SPANS: | # OF TRACKS: 1 | YEAR BUILT:

TYPE: DPG • TPG • TRUSS • (SLAB) • ARCH • TRESTLE • ODPT • BEAM SPAN • BDPT • OTHER •

(Show overall picture of bridge) Conc Tub

NO. MEMBERS FROM (E) (W) (N) (S) (Railroad Direction)

MILEAGE INCREASES FROM (E) (W) (N) (S) to (E) (W) (N) (S) (Railroad Direction)

APPROXIMATE LOCATION: _____ miles (E) (W) (N) (S) (Compass) of the town of: Naco, AZ

Overall Sketch: (include span lengths)

2 Conc Abuts

Ballast Deck

Typical Bent or Pier Sketch:

GENERAL:

ACCESS TRUCK • BOMB • (RAIL) • Park Work Trailer: Park Concrete Pump:

Sketch Directions to Bridge: Directions:

GPS COORDINATES: Nearest Crossing:

BRIDGE: (TANGENT) • CURVE • Superelevation is In_____

GUARD RAIL: YES • (NO) • WALKWAY: (YES) • NO • LOCATION: Both

SKEWED: YES • (NO) • Type of Walk: Dim: x x long conc

IE OPTICS: YES • (NO) • CULVERT: (YES) • NO •

BRIDGE IS OVER Was Maximum Bridge Height: 9

Bents or Piers in Water: Maximum Water Depth:

		Bridge No: 4775

CONDITION

LINE & SURFACE:	POOR •	FAIR •	GOOD •		
APPROACHES:	POOR •	FAIR •	GOOD •	EROSION PROBLEMS:	
TIES:	POOR •	FAIR •	GOOD •	SIZE:	QUANTITY:
HEADWALLS:	POOR •	FAIR •	GOOD •		
WALKWAY:	POOR •	FAIR •	GOOD •		
GUARDTIMBER	POOR •	FAIR •	GOOD •	SIZE:	

SUPERSTRUCTURE (Note any defects):

East Handrailing 2 posts (X)

SUBSTRUCTURE (Note any defects):

No significant defects located

RECOMMENDED WORK AND PRIORITY RATING

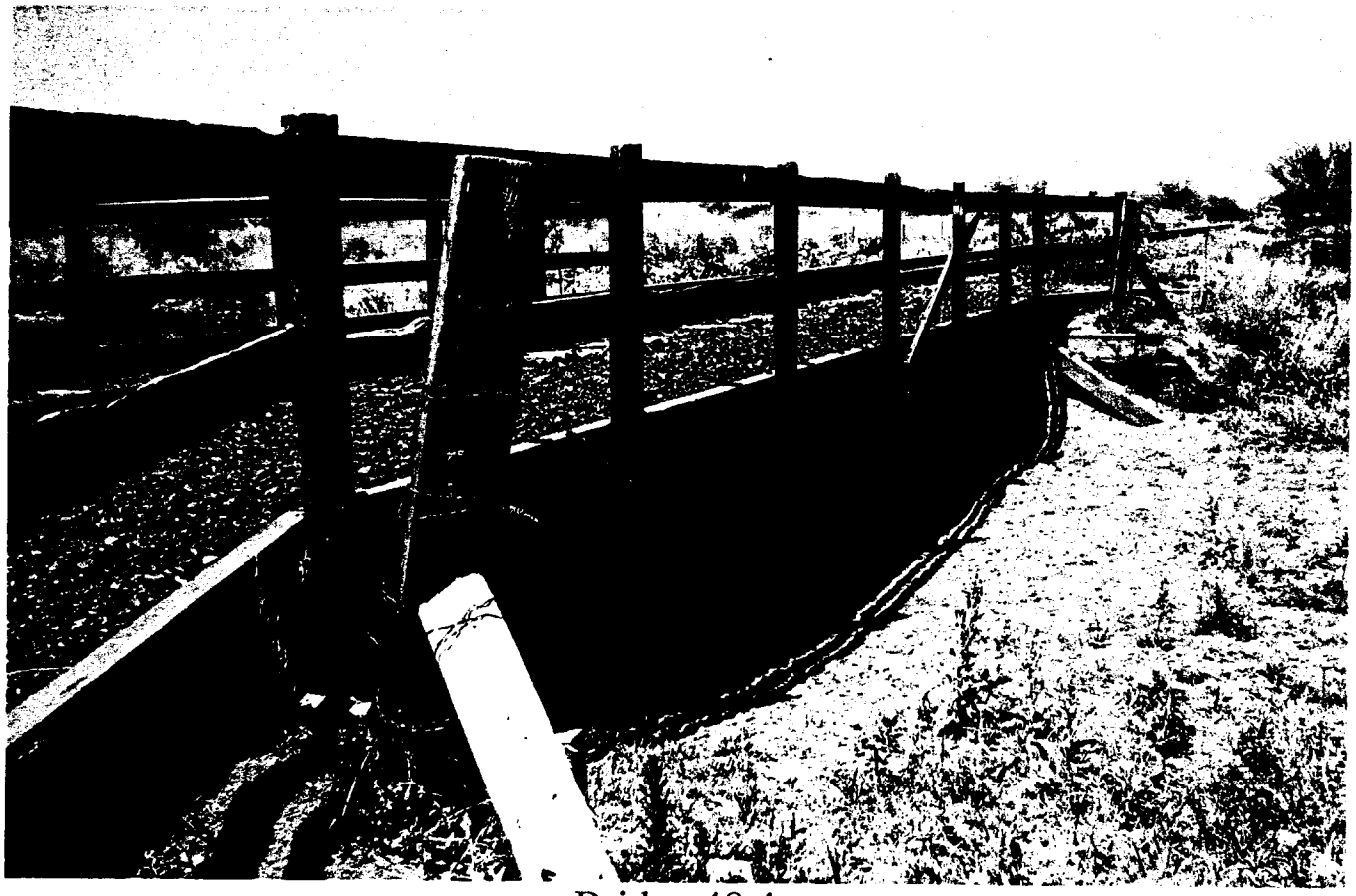
Work designated with an asterisk (*) should be addressed immediately.

PHOTOS

Roll #_____	# (Overall Picture of Bridge)
#	# (Picture of Deck)
#	# (Jacking setup)
#	# (Close-up of Repair)
#	# (Overall view of Repair)
#	# (Access and Parking Trailer)
#	#
#	#
#	#

Osmose®

San Pedro Southwestern Railroad



Bridge 48.4

San Pedro & Southwestern Railway

LINE: Main Line

Osmose®

INSPECTION SUMMARY

BRIDGE # 48.4

MILEPOST: 48.40 | SECTION# 1

TYPE: | LOCATION: Naco, AZ

INSPECTION DATE: 5/11/2005 | INSPECTOR: KT& GG

Findings:

Bent 3

Pile 3 - Reject

Headwalls - OK
Ballast Retainers - OK
Deck Planks - OK
Handrailing - Poor

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.2	3	RAILROAD	Replace all handrailing
2	1.1	4	OSMOSE	Post: - Pile 3 of Bent 3

OSMOSE RAILROAD SERVICES, INC.

140.24b

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 5-11 20 05

Owner San Pedro + Southwestern Reg./Div. _____ Bridge No. 484

Dist./Sub/Branch Main Line

Location Naco, AZ

Type: (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 40

BENT	PILES PER BENT	PILE	PILE HT.	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	G/L TR.	PP	LIN. FT. PILING
1	7		1½							S-OK					
2	7		1½							S-OK					
3	7	3	1		SPLIT						14½	X			
4	7		–							buried					
										Headwall - OK					
										Ballast Retainers - OK					
										Deck Planks - OK					
										Handrailing - Poor					

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DR — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWeld
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # _____ Is N S E (W)
(Timetable)

SIGNED

Osmose®

San Pedro Southwestern Railroad



Bridge 48.9

San Pedro & Southwestern Railway

LINE: Main Line

Osmose®

INSPECTION SUMMARY

BRIDGE # 48.9

MILEPOST: 48.90 | SECTION# 1

TYPE: BDPT | LOCATION: Naco, AZ

INSPECTION DATE: 5/11/2005 | INSPECTOR: KT & GG

Findings:

Headwalls - OK
Ballast Retainers - OK
Deck Planks - OK

No significant defects located at the time of this inspection

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.1	5	RAILROAD	Continue to inspect bridge on regular railroad inspection schedule

OSMOSE RAILROAD SERVICES, INC.

140.24b

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 5-11 20 05

Owner San Pedro + Southwestern RR Reg./Div. _____ Bridge No. 48.9

Dist./Sub/Branch Main Line

Location Waco, AZ

Type: (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 41

BENT	PILES PER BENT	PILE	PILE HT.	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	G/L TR.	PP	LIN. FT. PILING
1	5		–							buried					
2	5		–							buried					
3	5		1½				5-	OK							
4	5		1				5-	OK							
5	5		1½				5-	OK							
										Headwalls-OK					
										Ballast Retainers-OK					
										Deck Planks-OK					

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DR — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWeld
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S E W
Bent # 1 Is N S E W
(Timetable)

SIGNED KT 66

Osmose®

San Pedro Southwestern Railroad



Bridge 49.1

San Pedro & Southwestern Railway

LINE: Main Line

Osmose®

INSPECTION SUMMARY

BRIDGE # 49.1

MILEPOST: 49.10 SECTION# 1

TYPE: BDRT LOCATION: Naco, AZ

INSPECTION DATE: 5/11/2005 INSPECTOR: KT & GG

Findings:

Bent 2
- Pile 1 - Reject
- Pile 2 - Reject
- Pile 3 - Reject
- Pile 4 - Possible Reject

Bent 3
- Pile 1 - Possible Reject
- Pile 3 - Reject

Bent 4
- Pile 5 - Reject

Headwalls - OK
Ballast Retainers - OK
Handrailing - Poor

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.2	2	OSMOSE	Frame Out: - Bent 2
2	1.1	3	RAILROAD	Replace all handrailing
3	1.4	4	OSMOSE	Post: - Pile 3 of Bent 3 - Pile 5 of Bent 5
4	1.3	5	RAILROAD	Monitor: - Pile 1 of Bent 3

OSMOSE RAILROAD SERVICES, INC.

140.24b

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 5-11 20 05

Owner San Pedro + Southwestern RR Reg./Div. _____ Bridge No. 491

Dist./Sub/Branch Main Line

Location Naco, AZ

Type: (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 _____

BENT	PILES PER BENT	PILE	PILE HT.	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	G/L TR.	PP	LIN. FT. PILING
1	5		1			$-OK									
2	5	1	6	3	3	10	3	10			15½	X			
		2		3	2	9	2	9			13½	X			
		3		6/6	1	10	1	10			13	X			
		4		2	2	7	2	7			13	PX			
		5		3	2	3									
3	5	1	4	D/P	6	7					16	PX			
		3		6/L	4	10	2	12			15	X			
4	5	1	3	D/P	8½	3									
		3		6/L	7	5					15½				
		5		6/L	2	12					16	X			
5	5	5	½	6/L	ok										
										Headwalls-OK					
										Ballast Retainers-OK					
										Handrailing - Poor					

SYMBOLS All Borings in Inches and Fractions to nearest ½"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DR — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWeld
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 Is (N) S E W
(Timetable)

SIGNED KT 66

Osmose®

San Pedro Southwestern Railroad



Bridge 49.5

San Pedro & Southwestern Railway

LINE: Main Line

Osmose®

INSPECTION SUMMARY

BRIDGE # 49.5

MILEPOST: 49.50 SECTION# 1

TYPE: BDPT LOCATION: Naco, AZ

INSPECTION DATE: 6/1/2005 INSPECTOR: KT & GG

Findings:

- Headwalls - OK (undermined)
  DecK Planks - OK
  Ballast Retainers - OK
  Handrailing - Poor

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.2	2	RAILROAD	Replace all handrailing
2	1.1	5	RAILROAD	Monitor headwalls for additional undermining

OSMOSE RAILROAD SERVICES, INC.

140.24D

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 5-11 20 05

Owner San Pedro + Southwestern Reg./Div. _____ Bridge No. 495

Dist./Sub/Branch Main Line

Location Naco, AZ

Type: (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 40

BENT	PILES PER BENT	PILE	PILE HT.	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	G/L TR.	PP	LIN. FT. PILING
1	7	1	5	6/L	ok										
2	7		5					S - OK							
3	7	3	5	6/L		SS									
		5		6/L		SS									
		7				SS									
										Head walls - OK (undermined)					
										Deck Planks - OK					
										Ballast Retainers - OK					
										Handrailing - Poor (2) Repair/Replace					

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

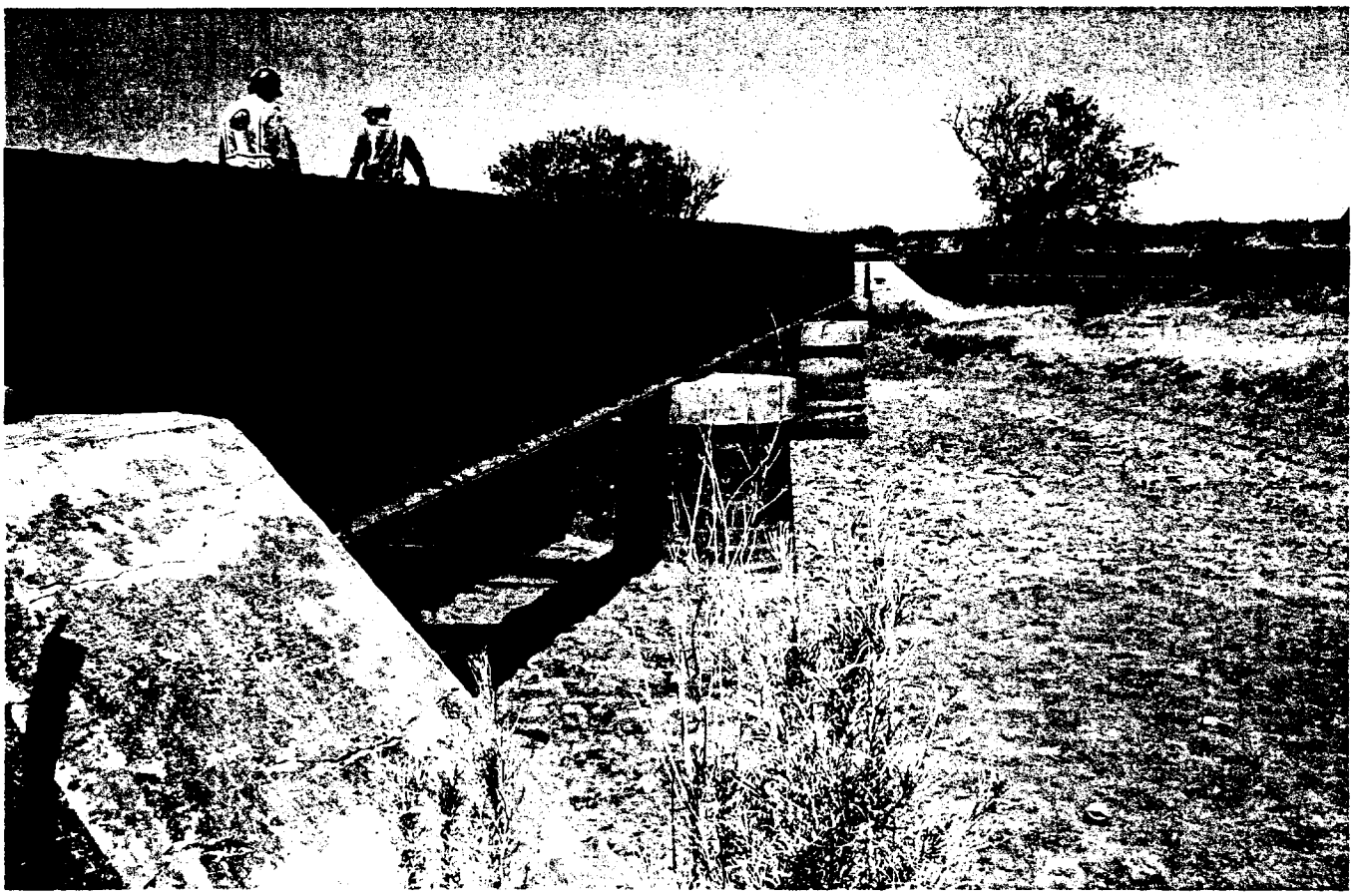
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SR — Shell Rot
RS — Ring Separation
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DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWeld
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S E (W)
Bent # 1 Is (N) S E W
(Timetable)

SIGNED KT 66

Osmose®

San Pedro Southwestern Railroad



Bridge 50.3

San Pedro & Southwestern Railway

LINE: Main Line

Osmose®

INSPECTION SUMMARY

BRIDGE # 50.3

MILEPOST: 50.30 SECTION# 1

TYPE: TPG LOCATION: Naco, AZ

INSPECTION DATE: 5/11/2005 INSPECTOR: KT & CG

Findings:

Approaches - Low
Ties - OK
Guard Timber - OK
Fine spider cracking/ spalling of all concrete

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.1	4	RAILROAD	Add ballast and tamp up both approaches
2	1.2	5	RAILROAD	Monitor: - Spider cracking/ spalling of all concrete

Osmose.

BID SHOWING/ INSPECTION REPORT

DATE: 5-11-5 BY: KT/66

Bridge No: 503

CUSTOMER INFORMATION:

CUSTOMER NAME: San Pedro + Southwestern RR

REGION: | DIVISION: Main Line | DISTRICT:

BRIDGE DESCRIPTION:

LENGTH: 123 | # OF SPANS: 3 | # OF TRACKS: | YEAR BUILT: 1928

TYPE: DPG • (TPG •) TRUSS • SLAB • ARCH • TRESTLE • ODPT • BEAM SPAN • BDPT • OTHER •

(Show overall picture of bridge)

NO. MEMBERS FROM (E) (W) (N) (S) (Railroad Direction)

MILEAGE INCREASES FROM (E) (W) (N) (S) to (E) (W) (N) (S) (Railroad Direction)

APPROXIMATE LOCATION: _____ miles (E) (W) (N) (S) (Compass) of the town of: Naco, AZ

Overall Sketch: (include span lengths)

2 conc Abutments

2 conc Piers

Typical Bent or Pier Sketch:

conc

GENERAL

ACCESS TRUCK • BOMB • (RAIL •) Park Work Trailer: Park Concrete Pump:

Sketch Directions to Bridge:

Directions:

GPS COORDINATES: Nearest Crossing:

BRIDGE: (TANGENT •) CURVE • Superelevation is In_____

GUARD RAIL: YES • (NO •) WALKWAY: YES • (NO •) LOCATION:

SKEWED: (YES •) NO • Type of Walk: Dim: x x long

FIBRE OPTICS: YES • (NO •) CULVERT: YES • (NO •)

BRIDGE IS OVER Wash Maximum Bridge Height: 10

Bents or Piers in Water: Maximum Water Depth:

Bridge No: 50 3

CONDITION

LINE & SURFACE:	POOR •	FAIR •	GOOD •		
APPROACHES:	POOR •	FAIR •	GOOD •	LOW	EROSION PROBLEMS:
TIES:	POOR •	FAIR •	GOOD •	OK	SIZE: QUANTITY:
HEADWALLS:	POOR •	FAIR •	GOOD •		
WALKWAY:	POOR •	FAIR •	GOOD •		
GUARDTIMBER	POOR •	FAIR •	GOOD •	OK	SIZE:

SUPERSTRUCTURE (Note any defects):

No significant defects located

SUBSTRUCTURE (Note any defects):

Fine spider cracking/spalling of All conc (5)

RECOMMENDED WORK AND PRIORITY RATING

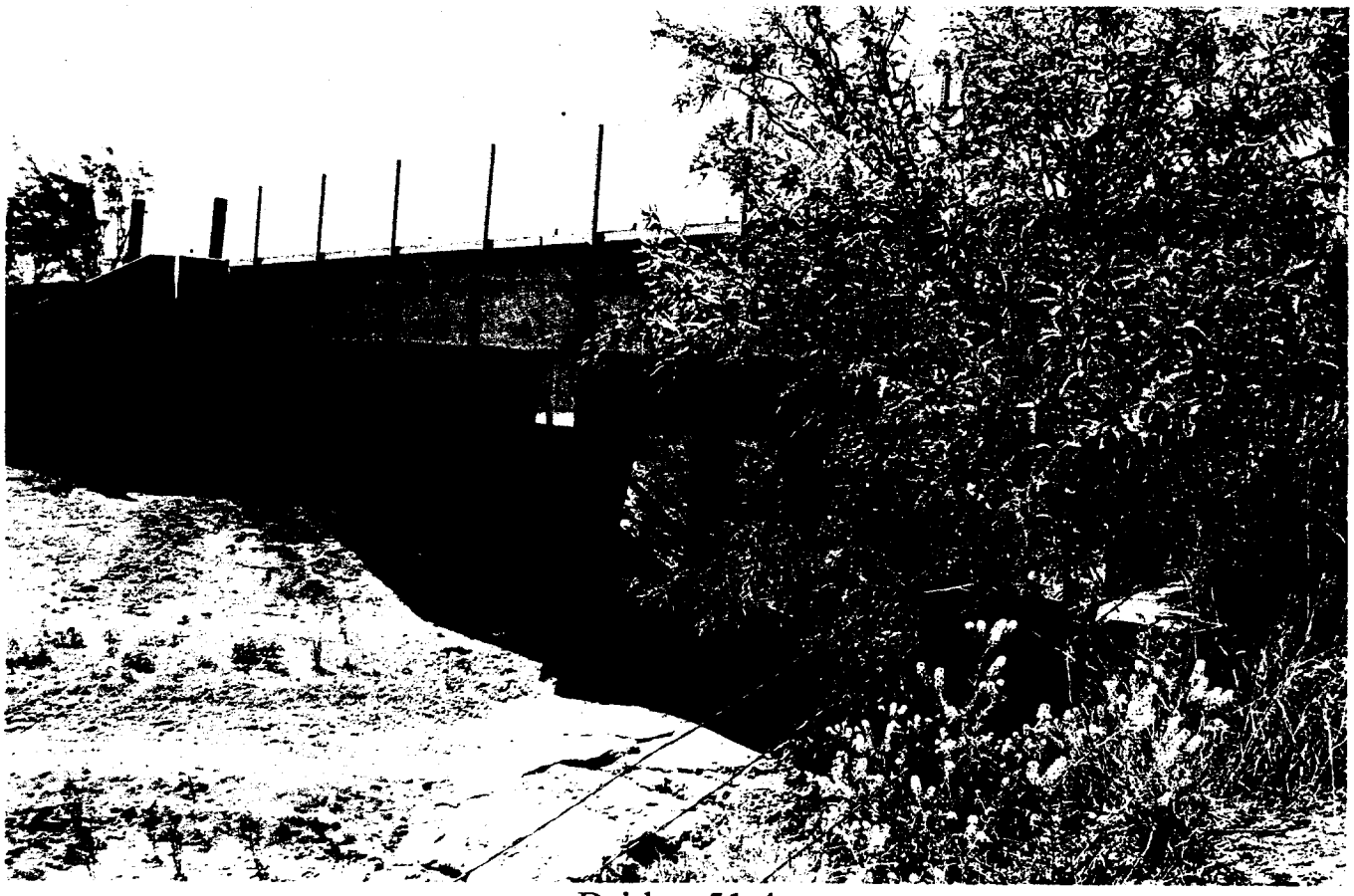
Work designated with an asterisk (*) should be addressed immediately.

PHOTOS

Roll #_____	# (Overall Picture of Bridge)
#	# (Picture of Deck)
#	# (Jacking setup)
#	# (Close-up of Repair)
#	# (Overall view of Repair)
#	# (Access and Parking Trailer)
#	#
#	#
#	#

Osmose®

San Pedro Southwestern Railroad



Bridge 51.4

San Pedro & Southwestern Railway

LINE: Main Line

Osmose®

INSPECTION SUMMARY

BRIDGE # 51.4

MILEPOST: 51.40 SECTION#: 11

TYPE: Concrete Tub LOCATION: Naco, AZ

INSPECTION DATE: 5/11/2005 INSPECTOR: KT & CG

Findings:

Approaches - Low
West Handrail - Top Cable reject

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.1	2	RAILROAD	Add ballast and tamp up both approaches
2	1.2	3	RAILROAD	Replace west top handrail cable

Osmose.

BID SHOWING/ INSPECTION REPORT

DATE: 5-11-5 BY: KT/66

Bridge No: 514

CUSTOMER INFORMATION:

CUSTOMER NAME: San Pedro + Southwestern RR

REGION: | DIVISION: Main Line | DISTRICT:

BRIDGE DESCRIPTION:

LENGTH: 75 | # OF SPANS: 2 | # OF TRACKS: | YEAR BUILT:

TYPE: DPG • TPG • TRUSS • (SLAB) • ARCH • TRESTLE • ODPT • BEAM SPAN • BDPT • OTHER •

(Show overall picture of bridge) Conc tub

NO. MEMBERS FROM (E) (W) (N) (S) (Railroad Direction)

MILEAGE INCREASES FROM (E) (W) (N) (S) to (E) (W) (N) (S) (Railroad Direction)

APPROXIMATE LOCATION: _____ miles (E) (W) (N) (S) (Compass) of the town of: Naco, AZ

Overall Sketch: (include span lengths)

3 Bents

2 Spans

Ballast Deck

Typical Bent or Pier Sketch:



GENERAL

ACCESS TRUCK • BOMB • (RAIL) • Park Work Trailer: Park Concrete Pump:

Sketch Directions to Bridge:

Directions:

GPS COORDINATES:

Nearest Crossing:

BRIDGE: (TANGENT) • CURVE • Superelevation is in _____

GUARD RAIL: YES • (NO) • WALKWAY: (YES) • NO • LOCATION: Both Sides

SKEWED: YES • (NO) • Type of Walk: Conc Dim: x x long

RE OPTICS: YES • (NO) • CULVERT: YES • (NO) •

BRIDGE IS OVER Was

Maximum Bridge Height: 18

Bents or Piers in Water:

Maximum Water Depth:

Bridge No: 514

CONDITION

LINE & SURFACE:	POOR •	FAIR •	GOOD •	Priority 2	
APPROACHES:	POOR •	FAIR •	GOOD • (LOW)	EROSION PROBLEMS:	
TIES:	POOR •	FAIR •	GOOD •	SIZE:	QUANTITY:
HEADWALLS:	POOR •	FAIR •	GOOD •		
WALKWAY:	POOR •	FAIR •	GOOD •		
GUARDTIMBER	POOR •	FAIR •	GOOD •	SIZE:	

SUPERSTRUCTURE (Note any defects):

West Top Hand rail cable (X)

SUBSTRUCTURE (Note any defects):

No significant defects located

RECOMMENDED WORK AND PRIORITY RATING

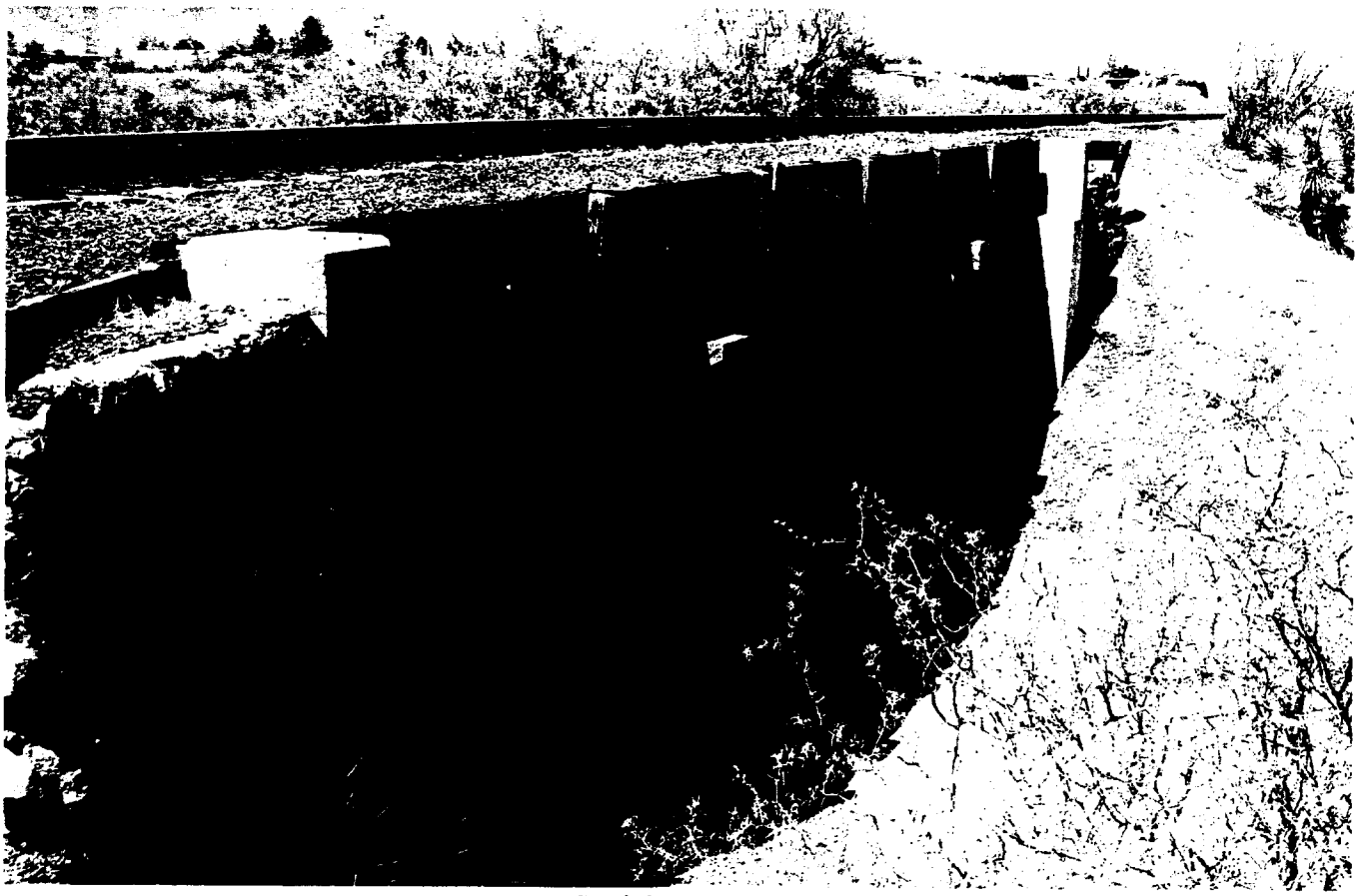
Work designated with an asterisk (*) should be addressed immediately.

PHOTOS

Roll #_____	# (Overall Picture of Bridge)
#	# (Picture of Deck)
#	# (Jacking setup)
#	# (Close-up of Repair)
#	# (Overall view of Repair)
#	# (Access and Parking Trailer)
#	#
#	#
#	#

Osmose®

San Pedro Southwestern Railroad



Bridge 52.6

San Pedro & Southwestern Railway

LINE: Main Line

Osmose®

INSPECTION SUMMARY

BRIDGE # 52.6

MILEPOST: 52.60 SECTION# 1

TYPE: BDPT LOCATION: Naco, AZ

INSPECTION DATE: 5/11/2005 INSPECTOR: KL & GG

Findings:

Deck Planks - OK
Ballast Retainers - OK
Approaches - Low
Fine spider cracking of both abutments

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.1	4	RAILROAD	Add ballast and tamp up both approaches
2	1.2	5	RAILROAD	Monitor: - Fine spider cracking of both abutments

OSMOSE RAILROAD SERVICES, INC.

140.24b

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 5-11 20 05

Owner San Pedro + Southwestern R.R. Reg./Div. _____ Bridge No. 52 S

Dist./Sub/Branch Main Line

Location Naco, AZ

Type: (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 29

BENT	PILES PER BENT	PILE	PILE HT.	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	GAL TR.	PP	LIN. FT. PILING
-	Conc Abut														
1	Post 8		10							Framed on conc Ped					
										cribbed on S. side					
2	Post 8		10							Framed on conc Ped					
										cribbed on N. side					
-		Conc		Abut											
										Deck Planks-ok					
										Ballast Retainers-ok					
										Apps- Low					
					12	Beams per span									
					Fine spider cracking of both Abutment										

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

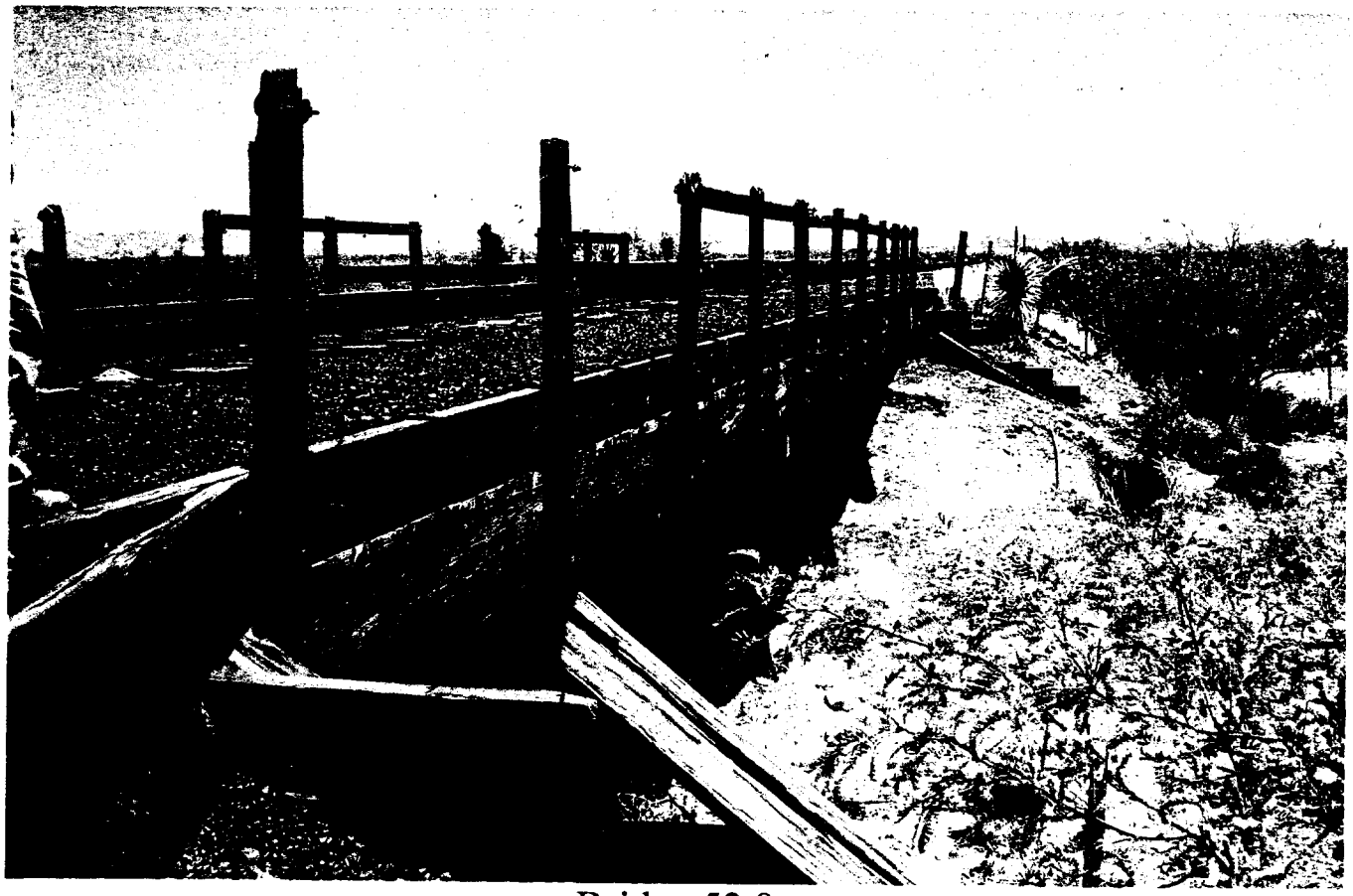
H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DR — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWeld
D/P — Drift Pin
G/I — Corrugation

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 Is (N) S E W
(Timetable)

KT

Osmose®

San Pedro Southwestern Railroad



Bridge 52.9

San Pedro & Southwestern Railway

LINE: Main Line

Osmose®

INSPECTION SUMMARY

BRIDGE # 52.9

MILEPOST: 52.90 SECTION# 1

TYPE: BDPT LOCATION: Naco, AZ

INSPECTION DATE: 5/10/2005 INSPECTOR: KT & GG

Findings:

Bent 3

Pile 6 - Reject

South Headwall - Poor
Handrailing - Poor
Ballast Retainers - OK
Deck Planks - OK

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.2	3	RAILROAD	Replace all handrailing
2	1.1	3	OSMOSE	Rebuild south headwall
3	1.3	4	OSMOSE	Post: - Pile 6 of Bent 3

140.240

OSMOSE RAILROAD SERVICES, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 5-10 20 05

Owner San Pedro + South western RR Reg./Div. _____ Bridge No. 529

Dist./Sub/Branch Main Line

Location Naco, AZ

Type: (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 _____

BENT	PILES PER BENT	PILE	PILE HT.	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	G/L TR.	PP	LIN. FT. PILING
1	6	CAP	3½	over pt	6½	1									
		CAP		over pt	0	K									
2	6	3	7½	6/L	2	11	2	11							
3	6	2	8	6/L	0	K									
		6		1	2	12	2	12			16	X			
4	6	4	7	3	4	4									
5	6	6	6½	3½	ok										
		6		6/L	ok										
6	6	6	1	D/P	2	9	2½	5½	4		16				
										South Headwall - Poor					
										Hand railing - Poor					
										Ballast Retainers - OK					
										Deck Planks - ok					

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWeld
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N (S) E W
Bent # 1 Is (N) S E W
(Timetable)

SIGNED KT 66

Osmose®

San Pedro Southwestern Railroad



Bridge 53.3

San Pedro & Southwestern Railway

LINE: Main Line

Osmose®

INSPECTION SUMMARY

BRIDGE # 53.3

MILEPOST: 53.30	SECTION# 1
TYPE: Concrete Arch	LOCATION: Naco, AZ
INSPECTION DATE: 5/10/2005	INSPECTOR: KT & CG

Findings:

. Minor cracking/ spalling/ efflorescence of Concrete Arch

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.1	5	RAILROAD	Monitor: - Minor cracking/ spalling/ efflorescence of Concrete Arch

Osmose.

BID SHOWING/ INSPECTION REPORT

DATE: 5-10-5 BY: KT/66

Bridge No: 533

CUSTOMER INFORMATION:

CUSTOMER NAME: San Pedro + Southwestern RR

REGION: | DIVISION: Main Line | DISTRICT:

BRIDGE DESCRIPTION:

LENGTH: | # OF SPANS: 2 | # OF TRACKS: | YEAR BUILT:

TYPE: DPG • TPG • TRUSS • SLAB • (ARCH) • TRESTLE • ODPT • BEAM SPAN • BOPT • OTHER •

(Show overall picture of bridge) Conc Arch

NO. MEMBERS FROM (E) (W) (N) (S) (Railroad Direction)

MILEAGE INCREASES FROM (E) (W) (N) (S) to (E) (W) (N) (S) (Railroad Direction)

APPROXIMATE LOCATION: _____ miles (E) (W) (N) (S) (Compass) of the town of: Naco, AZ

Overall Sketch: (Include span lengths)

Ballast Deck

2 118' Arches

Typical Bent or Pier Sketch:

GENERAL

ACCESS TRUCK • BOMB • (RAIL) • Park Work Trailer: Park Concrete Pump:

Sketch Directions to Bridge:

Directions:

GPS COORDINATES: Nearest Crossing:

BRIDGE: TANGENT • CURVE • Superelevation is in _____

GUARD RAIL: YES • NO • WALKWAY: YES • NO • LOCATION:

SKEWED: YES • NO • Type of Walk: Dim: x x long

RE OPTICS: YES • NO • CULVERT: YES • NO •

BRIDGE IS OVER Maximum Bridge Height:

Bents or Piers in Water: Maximum Water Depth:

		Bridge No: 533

CONDITION

LINE & SURFACE:	POOR •	FAIR •	GOOD •			
APPROACHES:	POOR •	FAIR •	GOOD •	EROSION PROBLEMS:		
TIES:	POOR •	FAIR •	GOOD •	SIZE:		QUANTITY:
HEADWALLS:	POOR •	FAIR •	GOOD •			
WALKWAY:	POOR •	FAIR •	GOOD •			
GUARDTIMBER	POOR •	FAIR •	GOOD •	SIZE:		

SUPERSTRUCTURE (Note any defects):

No significant defects Located @ Time of this Inspection

SUBSTRUCTURE (Note any defects):

2 18' Arch s

Minor cracking / Spalling / Effloresence (5)

RECOMMENDED WORK AND PRIORITY RATING

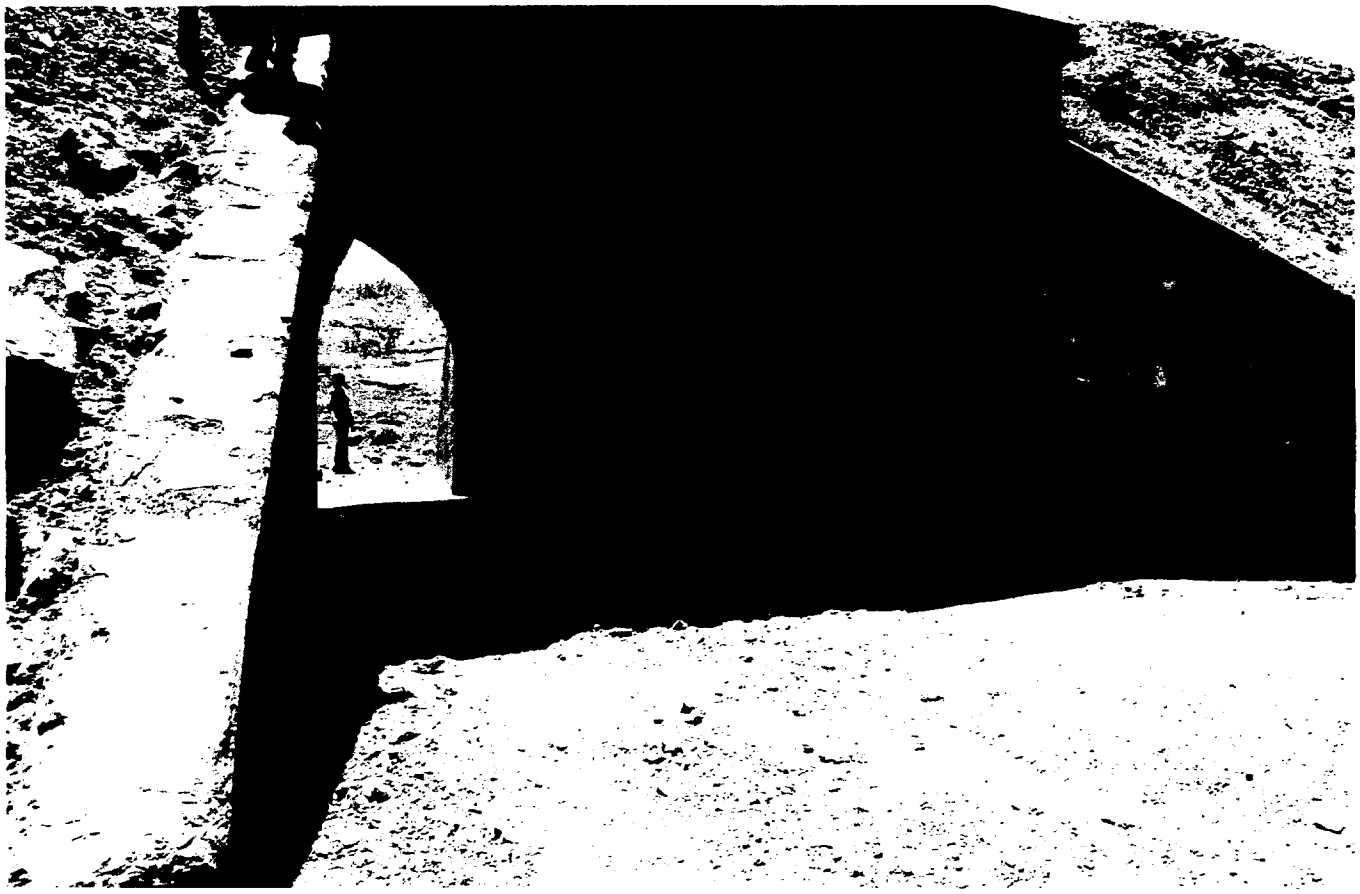
Work designated with an asterisk (*) should be addressed immediately.

PHOTOS

Roll #_____	# (Overall Picture of Bridge)
#	# (Picture of Deck)
#	# (Jacking setup)
#	# (Close-up of Repair)
#	# (Overall view of Repair)
#	# (Access and Parking Trailer)
#	#
#	#
#	#

Osmose®

San Pedro Southwestern Railroad



Bridge 58.8

San Pedro & Southwestern Railway

LINE: Main Line

Osmose®

INSPECTION SUMMARY

BRIDGE # 58.8

MILEPOST: 58.80 SECTION#: 1

TYPE: Concrete Arch LOCATION: Bisbee Jct., AZ

INSPECTION DATE: 5/10/2005 INSPECTOR: KT & GG

Findings:

East Wingwalls - Cracked @ shaft
Minor cracking thoughout Concrete Arch

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.1	3	OSMOSE	Pin & grout cracked shaft @ east wingwall
2	1.2	5	RAILROAD	Monitor: - Minor cracking throughout Concrete Arch

Osmose.

BID SHOWING/ INSPECTION REPORT

DATE: 5-10-5 BY: KT/66

Bridge No: 58 8

CUSTOMER INFORMATION:

CUSTOMER NAME: San Pedro + South western RR

REGION: | DIVISION: Main Line | DISTRICT:

BRIDGE DESCRIPTION

LENGTH: | # OF SPANS: 1 | # OF TRACKS: 1 | YEAR BUILT:

TYPE: DPG • TPG • TRUSS • SLAB • (ARCH) • TRESTLE • ODPT • BEAM SPAN • BDPT • OTHER •

(Show overall picture of bridge) Concrete Arch

NO. MEMBERS FROM (E) (W) (N) (S) (Railroad Direction)

MILEAGE INCREASES FROM (E) (W) (N) (S) (Railroad Direction) to (E) (W) (N) (S)

APPROXIMATE LOCATION: _____ miles (E) (W) (N) (S) (Compass) of the town of: Bisbee Jct., AZ

Overall Sketch: (include span lengths)

12 - Arch

Typical Bent or Pier Sketch:

GENERAL

ACCESS TRUCK • BOMB • RAIL • Park Work Trailer: Park Concrete Pump:

Sketch Directions to Bridge: Directions:

GPS COORDINATES: Nearest Crossing:

BRIDGE: TANGENT • CURVE • Superelevation Is In_____

GUARD RAIL: YES • NO • WALKWAY: YES • NO • LOCATION:

SKEWED: YES • NO • Type of Walk: Dim: x x long

IE OPTICS: YES • NO • CULVERT: YES • NO •

BRIDGE IS OVER Maximum Bridge Height:

Bents or Piers in Water: Maximum Water Depth:

		Bridge No: 588

CONDITION

LINE & SURFACE:	POOR •	FAIR •	GOOD •		
APPROACHES:	POOR •	FAIR •	GOOD •	EROSION PROBLEMS:	
TIES:	POOR •	FAIR •	GOOD •	SIZE:	QUANTITY:
HEADWALLS:	POOR •	FAIR •	GOOD •		
WALKWAY:	POOR •	FAIR •	GOOD •		
GUARDTIMBER	POOR •	FAIR •	GOOD •	SIZE:	

SUPERSTRUCTURE (Note any defects):

No significant defects located

SUBSTRUCTURE (Note any defects):

East Wing walls - cracked (A) shaft
Pin/grout (3)

Minor cracking thru out structure (5)

RECOMMENDED WORK AND PRIORITY RATING

Work designated with an asterisk (*) should be addressed immediately.

PHOTOS

Roll #_____	# (Overall Picture of Bridge)
#	# (Picture of Deck)
#	# (Jacking setup)
#	# (Close-up of Repair)
#	# (Overall view of Repair)
#	# (Access and Parking Trailer)
#	#
#	#
#	#

Osmose®

San Pedro Southwestern Railroad



Bridge 59.1

San Pedro & Southwestern Railway

LINE: Main Line

Osmose®

INSPECTION SUMMARY

BRIDGE # 59.1

MILEPOST: 59.10 | SECTION# 1

TYPE: BDPT | LOCATION: Bisbee Jct., AZ

INSPECTION DATE: 5/10/2005 | INSPECTOR: KT & GG

Findings:

Bent 2

Cap - Reject

Bent 3

Pile 6 - Reject
North Sway Brace - Reject

Bent 4

Pile 7 - Reject

Headwalls - OK
Ballast Retainers - OK
Handrailing - Poor

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.2	3	OSMOSE	Replace: - Cap on Bent 2
2	1.1	3	RAILROAD	Replace all handrailing
3	1.4	4	OSMOSE	Replace: - North Sway Brace on Bent 3
4	1.3	4	OSMOSE	Post: - Pile 6 of Bent 3 - Pile 7 of Bent 4

OSMOSE RAILROAD SERVICES, INC.

140.24b

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 5-10 20 05

Owner San Pedro + Southwestern RR Reg./Div. _____ Bridge No. 591

Dist./Sub/Branch _____

Location Bisbee Jct, AZ

Type: (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 36

BENT	PILES PER BENT	PILE	PILE HT.	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	GAL TR.	PP	LIN. FT. PILING
1	6		1½				S+O		K						
2	6	CAP	5½	Btwn P3-4	5½	4	CAP - (X)								
3	6		6				North sway - (X)								
		6		6/L	1	13					15	X			
4	7	7	6	6/L	1	13					15	X			
5	6	1	1	D/P	OK										
										Headwalls - OK					
										Ballast Retainers - OK					
										Handrailing - Poor					

SYMBOLS All Borings in Inches and Fractions to nearest ⅛"

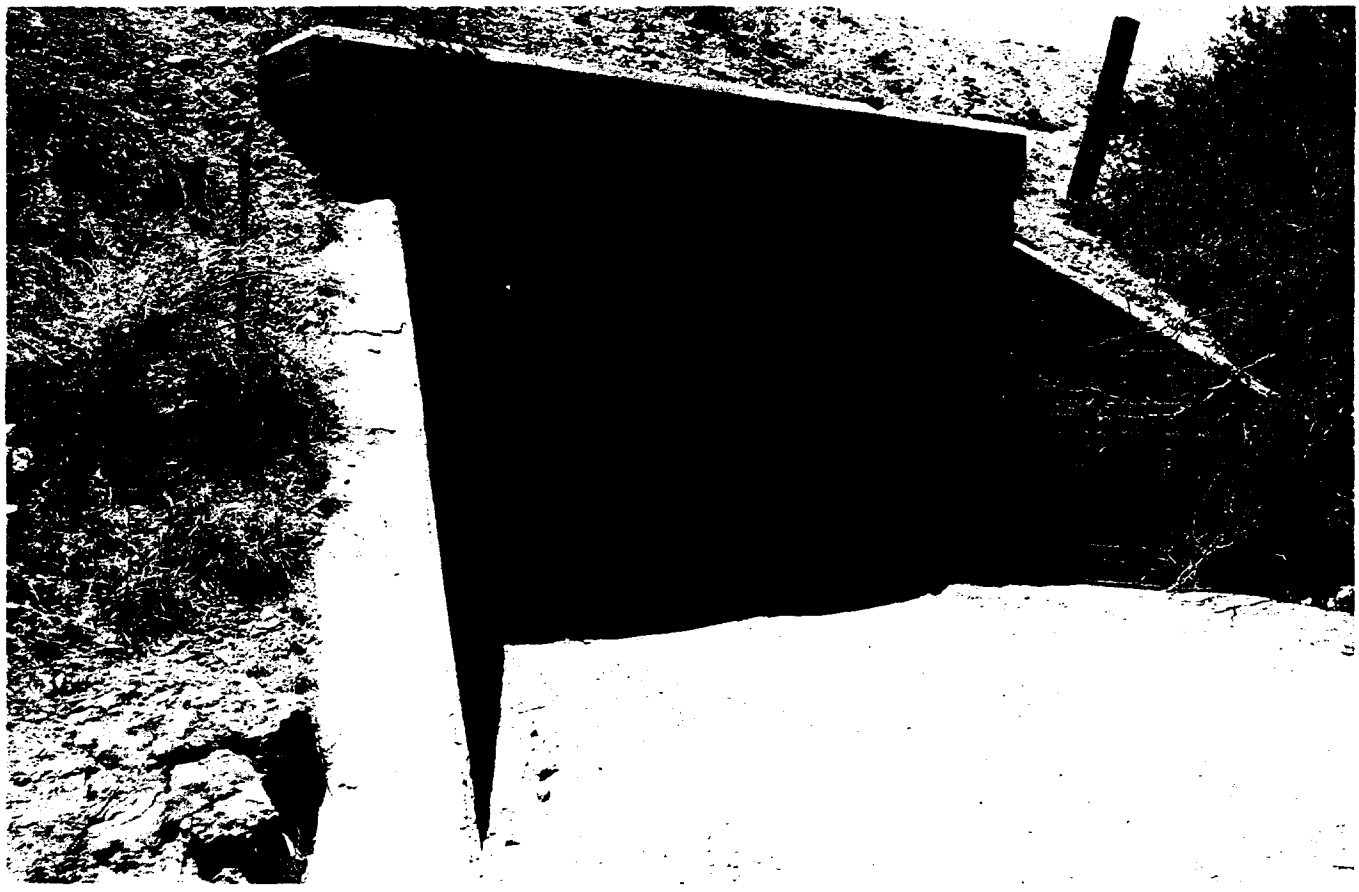
H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DR — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWeld
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 Is (N) S E W
(Timetable)

SIGNED KT 66

Osmose®

San Pedro Southwestern Railroad



Bridge 60.8

San Pedro & Southwestern Railway

LINE: Main Line

Osmose®

INSPECTION SUMMARY

BRIDGE # 60.8

MILEPOST: 60.80 SECTION# 1

TYPE: Concrete Arch LOCATION: Bisbee Jct., AZ

INSPECTION DATE: 5/10/2005 INSPECTOR: KT & GG

Findings:

- Fine cracking of Concrete Arch

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.1	5	RAILROAD	Monitor: - Fine cracking of Concrete Arch

Osmose.

BID SHOWING/ INSPECTION REPORT

DATE: 5-10-5 BY: KT/66

Bridge No: 608

CUSTOMER INFORMATION:

CUSTOMER NAME: San Pedro + Southwestern Railroad

REGION: | DIVISION: Main Line | DISTRICT:

BRIDGE DESCRIPTION:

LENGTH: | # OF SPANS: 1 | # OF TRACKS: 1 | YEAR BUILT: 1917

TYPE: DPG • TPG • TRUSS • SLAB • (ARCH) • TRESTLE • ODPT • BEAM SPAN • BDPT • OTHER •

(Show overall picture of bridge) Conc

NO. MEMBERS FROM (E) (W) (N) (S) (Railroad Direction)

MILEAGE INCREASES FROM (E) (W) (N) (S) to (E) (W) (N) (S) (Railroad Direction)

APPROXIMATE LOCATION: _____ miles (E) (W) (N) (S) (Compass) of the town of: Bisbee Jct, AZ

Overall Sketch: (include span lengths)

18' Arch

Typical Bent or Pier Sketch:

GENERAL:

ACCESS (TRUCK) • BOMB • RAIL • Park Work Trailer: Park Concrete Pump:

Sketch Directions to Bridge:

Directions:

GPS COORDINATES: Nearest Crossing:

BRIDGE: (TANGENT) • CURVE • Superelevation is in _____

GUARD RAIL: YES • NO • WALKWAY: YES • NO • LOCATION:

SKEWED: YES • NO • Type of Walk: Dim: x x long

FIBRE OPTICS: YES • NO • CULVERT: YES • NO •

GE IS OVER Maximum Bridge Height:

Bents or Piers in Water: Maximum Water Depth:

Requires de-watering Yes No

		Bridge No: 608

CONDITION

LINE & SURFACE:	POOR •	FAIR •	GOOD •		
APPROACHES:	POOR •	FAIR •	GOOD •	EROSION PROBLEMS:	
TIES:	POOR •	FAIR •	GOOD •	SIZE:	QUANTITY:
HEADWALLS:	POOR •	FAIR •	GOOD •		
WALKWAY:	POOR •	FAIR •	GOOD •		
GUARDTIMBER	POOR •	FAIR •	GOOD •	SIZE:	

SUPERSTRUCTURE (Note any defects):

Some Fine Cracking (5)

SUBSTRUCTURE (Note any defects):

No Significant Defects Located

RECOMMENDED WORK AND PRIORITY RATING

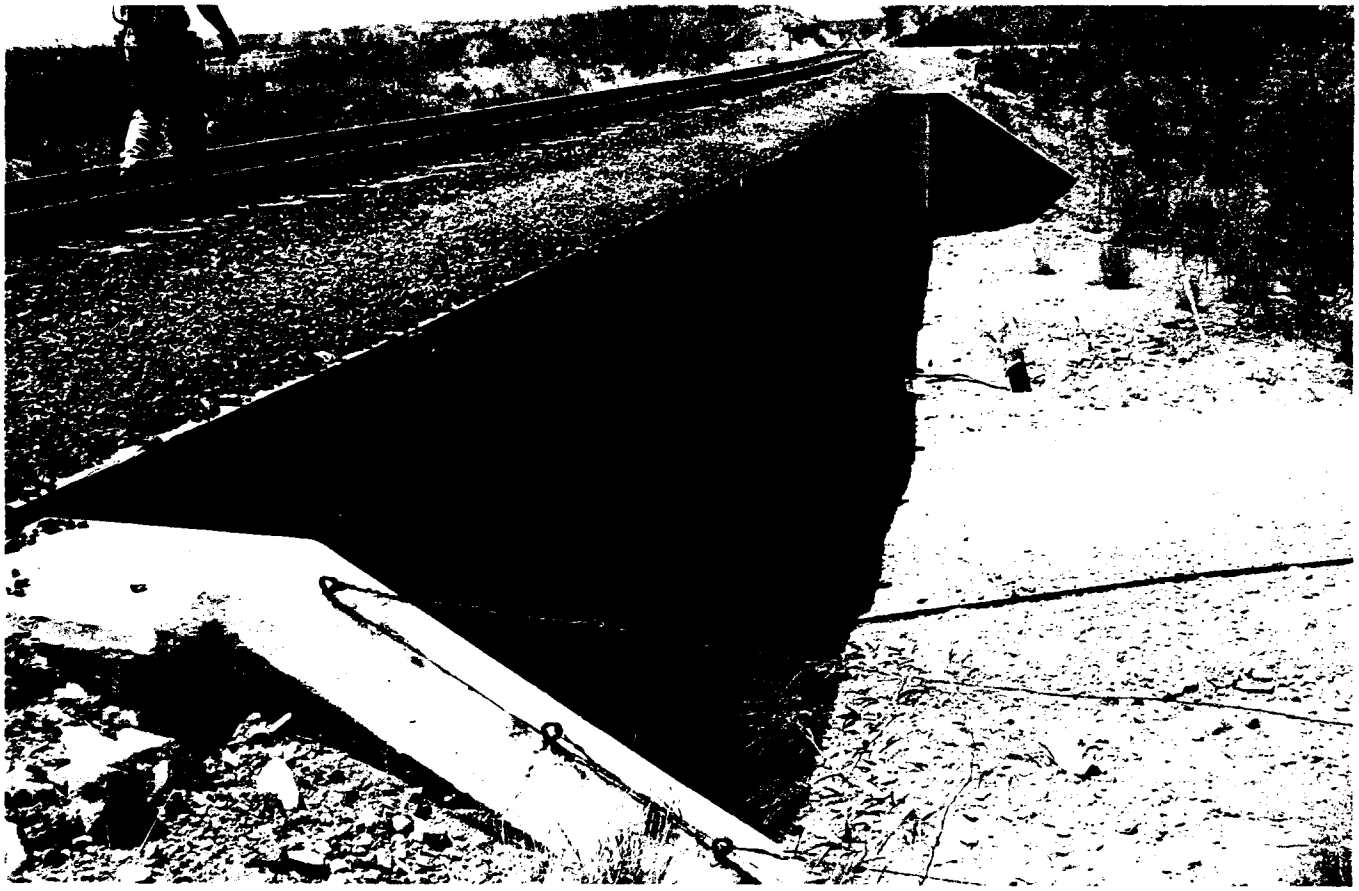
Work designated with an asterisk (*) should be addressed immediately.

PHOTOS

Roll #_____	# (Overall Picture of Bridge)
#	# (Picture of Deck)
#	# (Jacking setup)
#	# (Close-up of Repair)
#	# (Overall view of Repair)
#	# (Access and Parking Trailer)
#	#
#	#
#	#

Osmose®

San Pedro Southwestern Railroad



Bridge 62.47

Main Line

06/03/05

San Pedro & Southwestern Railway

LINE: Main Line

Osmose®

INSPECTION SUMMARY

BRIDGE # 62.47

MILEPOST: 62.47 SECTION# 1

TYPE: WSB LOCATION: Forrest, AZ

INSPECTION DATE: 5/10/2005 INSPECTOR: KT & GG

Findings:

Deck Planks - OK
Ballast Retainers - OK

No significant defects located at the time of this inspection

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.1	5	RAILROAD	Continue to inspect bridge on regular railroad inspection schedule

OSMOSE RAILROAD SERVICES, INC.

140.24b

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 5-10 20 05

Owner San Pedro & Southwestern Reg./Div. _____ Bridge No. 6247

Dist./Sub/Branch Main Line

Location Forrest, AZ

Type: (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) WSB Age 19 _____

BENT	PILES PER BENT	PILE	PILE HT.	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	G/L TR.	PP	LIN. FT. PILING
1				Concrete	Abut				W	/Timber cap					
2				Concrete	Ped				W	/Timber cap					
		CAP		over str 11	OK										
3				Concrete	Ped				W	/Timber Cap					
		CAP		over str 7	OK		Shell		Sep						
4				"						"					
5				"						"					
6				"						"					
7				Conc	Abutment				W	/Timber cap					
							Deck Planks - OK								
							Ballast Retainers - OK								

SYMBOLS All Borings in Inches and Fractions to nearest ⅛"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DR — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — Osmo/Weld
O/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N S E W)
Piling Numbered From N (S) E W
Bent # 1 Is (N S E W)
(Timetable)

SIGNED _____ KT cdc

Osmose®

San Pedro Southwestern Railroad



Bridge 62.59

San Pedro & Southwestern Railway

LINE: Main Line

Osmose®

INSPECTION SUMMARY

BRIDGE # 62.59

MILEPOST: 62.59 SECTION#: 1

TYPE: WSB LOCATION: Forrest, AZ

INSPECTION DATE: 6/10/2005 INSPECTOR: KT & GG

Findings:

Bent 2

Cap - Slight cornering

Deck Planks - OK
Ballast Retainers - OK

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.1	5	RAILROAD	Monitor: - Cap on Bent 2 (slight cornering)

OSMOSE RAILROAD SERVICES, INC.

140.240

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 5-10 20 05

Owner San Pedro + Southwestern Reg./Div. Bridge No. 6259

Dist./Sub/Branch Main Line

Location Forrest, AZ

Type: (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) WSB Age 19

BENT	PILES PER BENT	PILE	PILE HT.	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	G/L TR.	PP	LIN. FT. PILING
1				Concrete Abut						w/ Timber cap					
2				Concrete Ped						w/ Timber cap					
		CAP			CAP - Slight Cornering (5)										
3				"											
4				Concrete Abutment						w/ Timber Cap					
										Deck Planks - OK					
										Ballast Retainers - OK					

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWeld
O/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N (S) E W
Bent # 1 Is N (S) E W
(Timetable)

SIGNED KT 66

Osmose®

San Pedro Southwestern Railroad



Bridge 65.44

Osmose®

INSPECTION SUMMARY

BRIDGE # 65.44

MILEPOST: 65.44 | SECTION# 1

TYPE: WSB | LOCATION: Forrest, AZ

INSPECTION DATE: 5/10/2005 | INSPECTOR: KT & GG

Findings:

Bent 3

Cap - Reject (crushing)

Ballast Retainers - OK
Deck Planks - OK

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.1	2	OSMOSE	Replace: - Cap on Bent 2 (crushing)

OSMOSE RAILROAD SERVICES, INC.

140.24b

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 5-10 20 05

Owner San Pedro + Southwestern RR Reg./Div. _____ Bridge No. 65.44

Dist./Sub/Branch Main Line

Location Forrest, AZ

Type: (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) WSB Age 19 _____

BENT	PILES PER BENT	PILE	PILE HT.	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	G/L TR.	PP	LIN. FT. PILING
1				Concrete			Abut			w/Timber Cap					
2				Concrete			Ped			w/Timber Cap					
3		CAP		11'	4	7	CAP-(X)			(2) crushing					
4				11'											
5				Concrete			Abut			w/Timber cap					
		CAP			4	1									
							Ballast Retainers - OK								
							Deck Planks - OK								

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DR — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWeld
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N S E W)
Piling Numbered From (N S E W)
Bent # 1 Is (N S E W)
(Timetable)

SIGNED KT LG

Osmose®

San Pedro Southwestern Railroad



Bridge 66.41

San Pedro & Southwestern Railway

LINE: Main Line

Osmose®

INSPECTION SUMMARY

BRIDGE # 66.41

MILEPOST: 66.41 SECTION# 1

TYPE: ODPT/ODFT LOCATION: Forrest, AZ

INSPECTION DATE: 5/10/2005 INSPECTOR: KT & GG

Findings:

Headwalls - OK
Ballast Retainers - OK
Deck Planks - OK
Handrailing - Fair (4 reject sections)

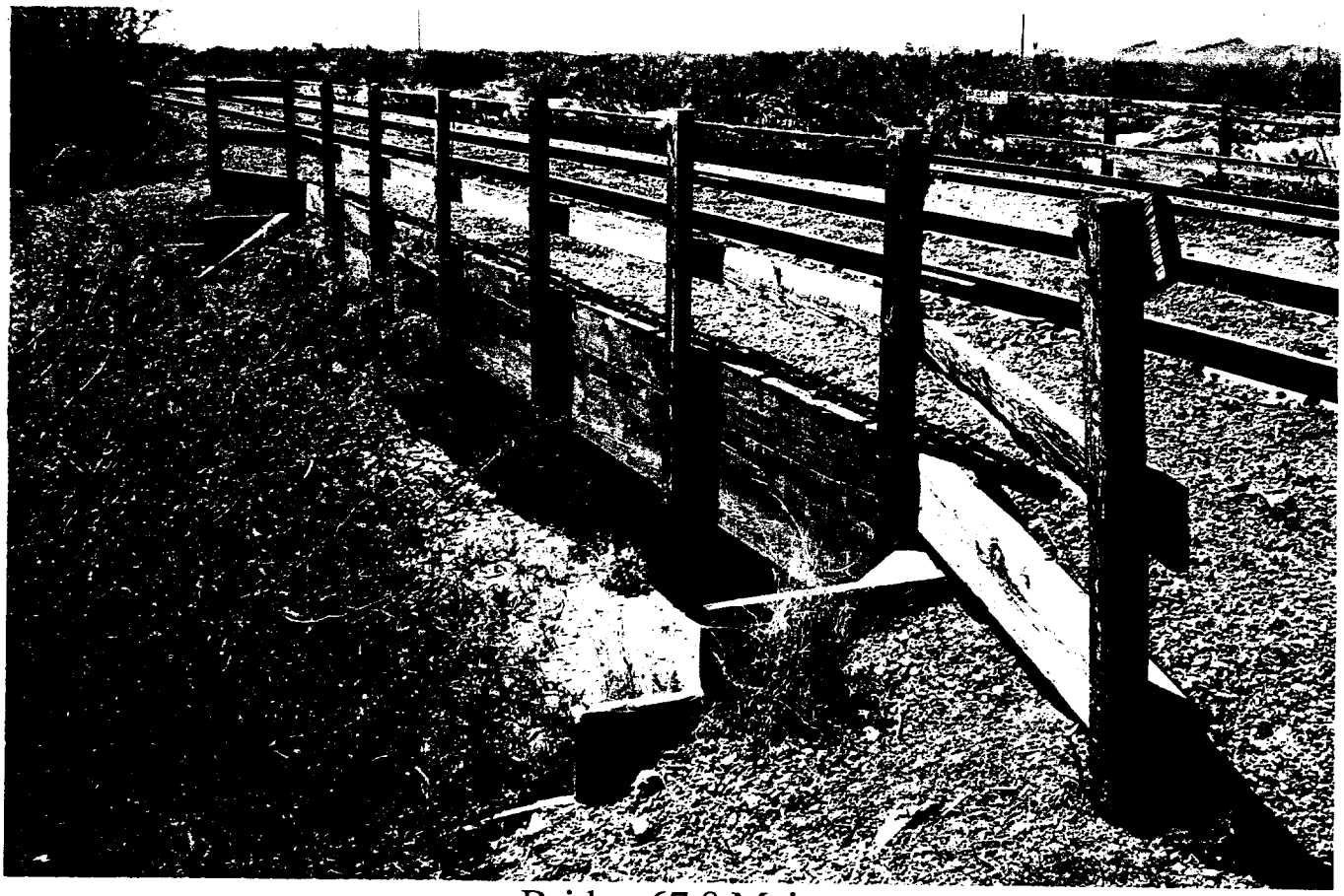
Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.1	3	RAILROAD	Repair 4 reject sections of handrailing

Osmose®

San Pedro Southwestern Railroad



Bridge 67.8 Main

San Pedro & Southwestern Railway

LINE: Main Line

Osmose®

INSPECTION SUMMARY

BRIDGE # 67.58 Main

MILEPOST: 67.58 SECTION# 1

TYPE: BDRT LOCATION: Forrest, AZ

INSPECTION DATE: 5/10/2005 INSPECTOR: KT & GG

Findings:

Headwalls - OK
Ballast Retainers - OK
Walkway - 1 section of handrailing reject

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.1	3	RAILROAD	Replace 1 section of handrailing

OSMOSE RAILROAD SERVICES, INC.

140.24b

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 5-10 20 05

Owner San Pedro + South Western RR Reg./Div. _____ Bridge No. 6758 Main

Dist./Sub/Branch Main Line

Location Forrest, AZ

Type: (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 _____

BENT	PILES PER BENT	PILE	PILE HT.	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	G/L TR.	PP	LIN. FT. PILING
1	7	1	1		7	3									
2	7		1½				S - OK								
3	7		2				S - OK								
4	7	4	2½	6/L	OK										
		5		6/L	OK										
										Headwalls - OK					
										Ballast Retainers - OK					
										Walkway - 1 section of Handrailing (X)					

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DR — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWeld
O/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N (S) E W
Bent # 1 Is N (S) E W
(Timetable)

SIGNED KT 166

Osmose®

San Pedro Southwestern Railroad



Bridge 67.8 Siding

Osmose®

INSPECTION SUMMARY

BRIDGE # 67.58 Siding

MILEPOST: 67.58 SECTION#: 1

TYPE: ODPT/ODFT LOCATION: Forrest, AZ

INSPECTION DATE: 5/10/2005 INSPECTOR: KT & GG

Findings:

Bent 2

Pile 5 - Reject

Cap - Slight break @ knot

Headwalls - OK
Ballast Retainers - OK
Walkway - 4 sections of handrailing reject

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.1	3	RAILROAD	Replace 4 sections of handrailing
2	1.3	4	OSMOSE	Post: - Pile 5 of Bent 2
3	1.2	5	RAILROAD	Monitor: - Cap on Bent 2 (slight break @ knot)

OSMOSE RAILROAD SERVICES, INC.

140.24b

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 5-10 20 05

Owner San Pedro & Southwestern RR Reg./Div. _____ Bridge No. 67 58 Siding

Dist./Sub/Branch Main Line

Location Forrest, AZ

Type: (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 _____

BENT	PILES PER BENT	PILE	PILE HT.	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	GAL TR.	PP	LIN. FT. PILING
1	6	6	1/2		6	1 1/2									
2	6	CAP	1 1/2	~~Drwn~~ 9 3/4		CAP	-	Slight		Break @ Knot	(5)				
		5		6/L	1	12	1	12			15	X			
3	6		2												
4	6		2 1/2												
										Headwalls - OK					
										Ballast Retainers - OK					
				Walkway	—	4				sections of Handrailing (X)					

SYMBOLS All Borings in Inches and Fractions to nearest 1/4"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DR — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWeld
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From N S E W
Piling Numbered From N S E W
Bent #_____ Is N S E W
(Timetable)

SIGNED _____

Osmose®

TERMINOLOGY

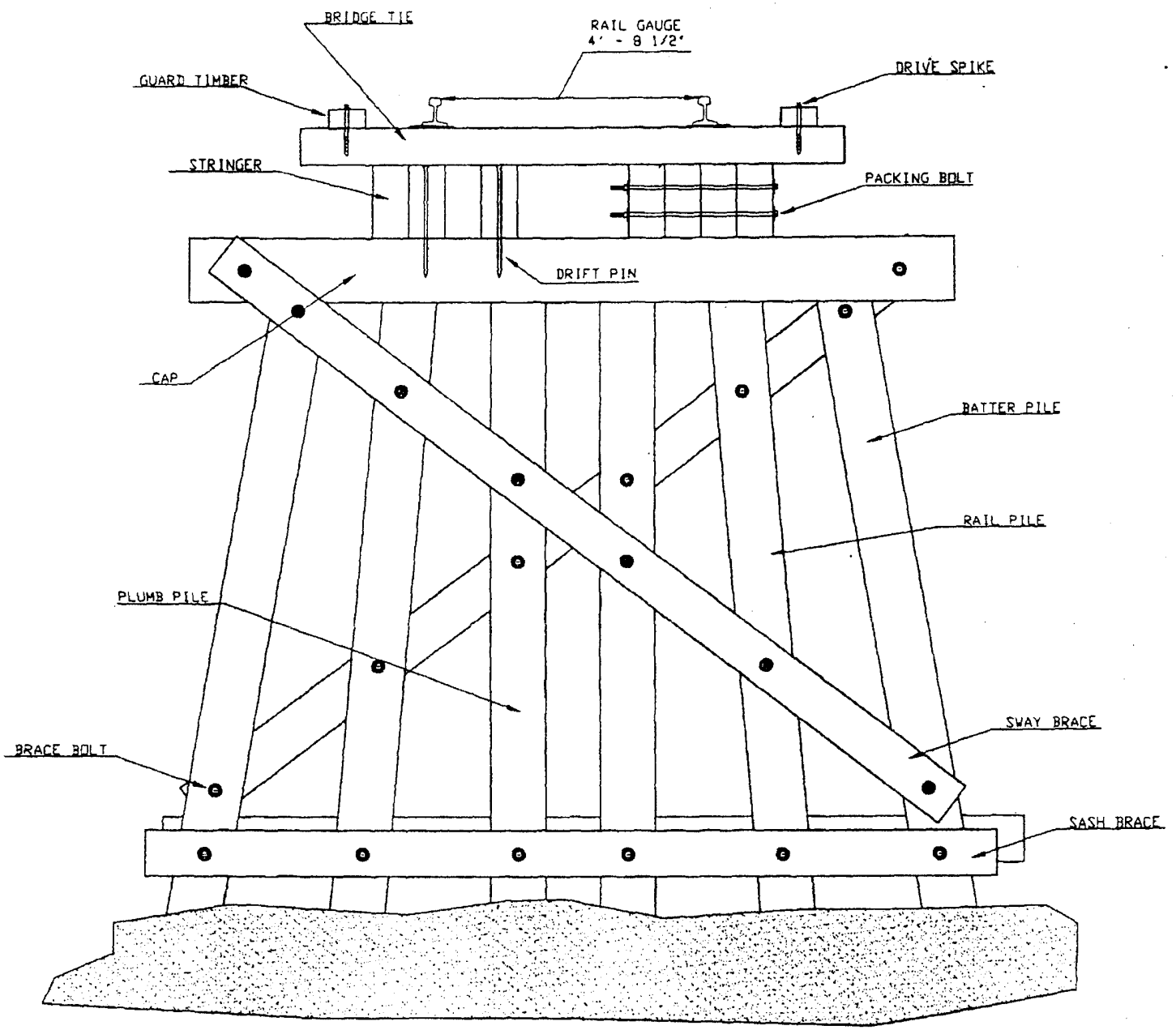
Bent	A supporting unit of a trestle made up of vertical members connected at the top by a cap.
Dump Bent	The end bent of a bridge. There is usually a retaining wall or backwall next to the dump bent.
Cap	The top, horizontal member of a bent. It holds the vertical members in their proper place and distributes the superstructure load to them.
Defer Treatment	Bridge timbers that do not contain enough decay at this time to warrant treatment, but should be considered for re-cruising in 5-10 years.
Drift	Brush, logs and other debris carried by high water. If it accumulates against a bridge, it should be removed to reduce fire hazards and pressure against the bridge.
Groundline (G/L)	In bridge piling, the portion from 2-3 feet below the ground level to 1-2 feet above. An area where rapid decay growth can take place.
Longitudinal Bracing (Santa Fe)	Horizontal structural members which span from bent to bent and are usually fastened to a sash brace near the top of the piles or posts.
Girt Bracing	A horizontal member which spans from bent to bent and is usually fastened above the sash brace, normally 11 to 15 feet down from the cap.
Pile (P)	A vertical structure member that has been driven into the ground.
Possible Reject (PX)	Refers to members not decayed or damaged sufficiently to be classified as rejects, but are deteriorated enough to be considered for replacement.
Post (Posting)	Replace a defective portion of a pile with a new section.
Reject (X)	A member that is severely decayed or damaged.
Riprap	Large stones, boulders, blocks of concrete, etc. placed around piles or piers to prevent scour.
Sash Brace	Horizontal member fastened to piles or posts of a bent to provide rigidity.
Sway Brace	Diagonal member fastened to piles or posts of a bent to provide rigidity.
Sill	Horizontal member supporting the posts of the bent.

Osmose®

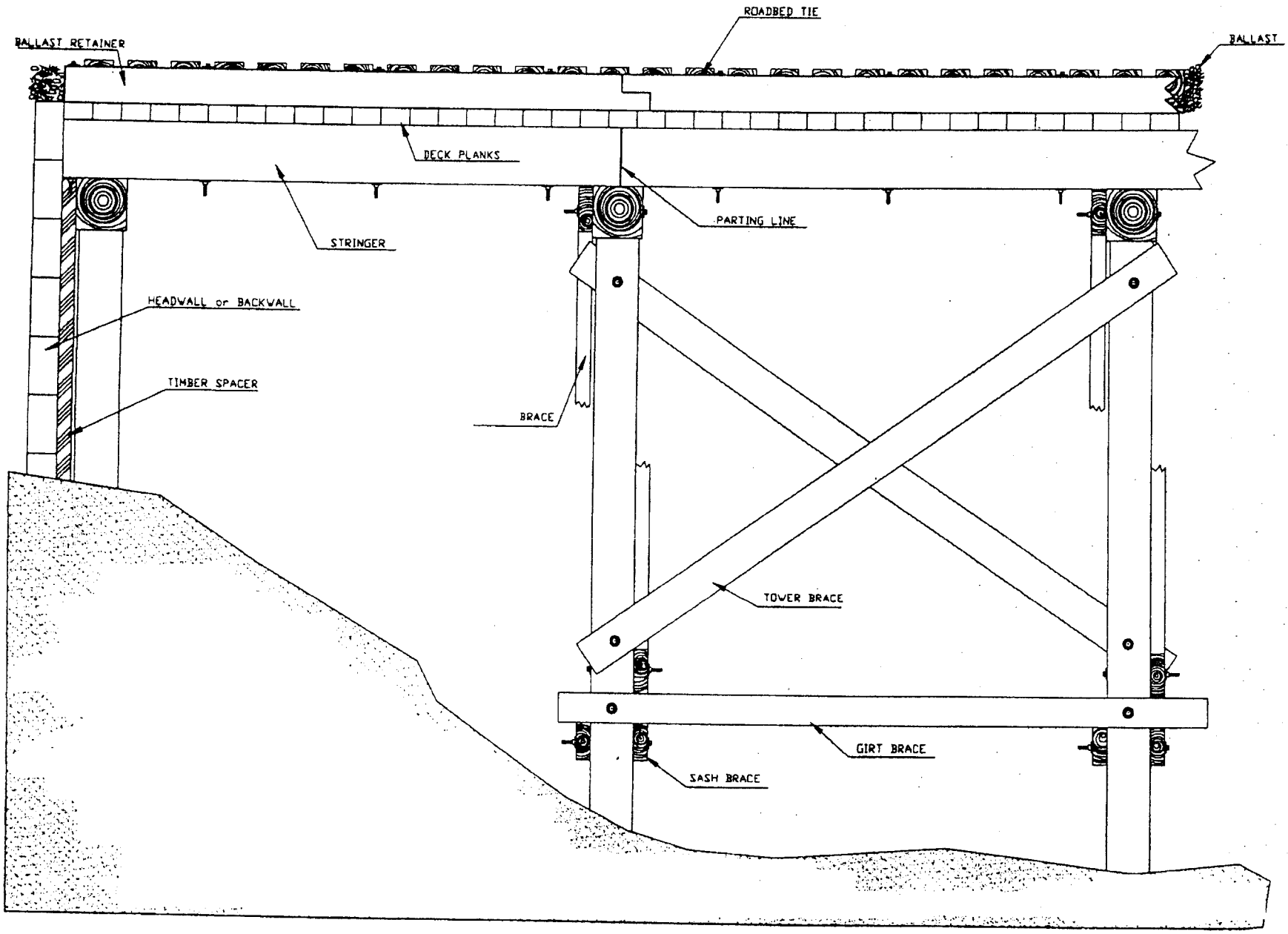
EXPLANATION - COLUMN HEADINGS

COLUMN HEADINGS	EXPLANATION
BRIDGE	Bridge Number.
LOCATION	Nearest town.
MILE POST	Mile Post number (or same as bridge number if not stated)
BENTS	Number of bents in structure.
PIERS	Number of timber piers in structure.
SUBJ	Y - Candidate for inspection & in-place treatment or retreatment. R - Recommended for replacement. D - In-place treatment can be delayed. N/C - Not Cruised.
MAX HGT	Maximum height of bridge piling.
TYPE	BDPT - Ballast Deck Pile Trestle BDFT - Ballast Deck Frame Trestle ODPT - Open Deck Pile Trestle ODFT - Open Deck Frame Trestle OHH - Overhead Highway
CRSD	Letter designation of Inspector followed by year of cruising.
PLNG YR	Year that bridge was constructed.
DATE COMP	Completed date of inspection & in-place treatment, if applicable.
PLNG A DK	The actual percent of piling with internal decay. Derived from inspection & in-place treatment.
PLNG E DK	Estimated percent of piling with internal decay. Derived at time of cruising.
PLNG A X	The actual percent of piling classified as **"Reject"**. Derived from inspection & in-place treatment.
PLNG E X	Estimated percent of piling classified as **"Reject".** Derived at time of cruising.
PLNG A GL	Actual number of piling with external groundline decay. Derived from inspection & in-place treatment.
PLNG E GL	Estimated number of piling with external decay at groundline. Derived at time of cruising.
STR SPANS	Number of timber stringer spans in structure.
STR DATA	Stringer data: Y: Recommend stringers to be inspected and in-place treated. Omit: Omit stringers. TR 1990: The year stringers were inspected and in-place treated.
ACC	Osmose vehicle needed to access bridge.
REMARKS	Additional information noted.

Timber Pile Bent Schematic

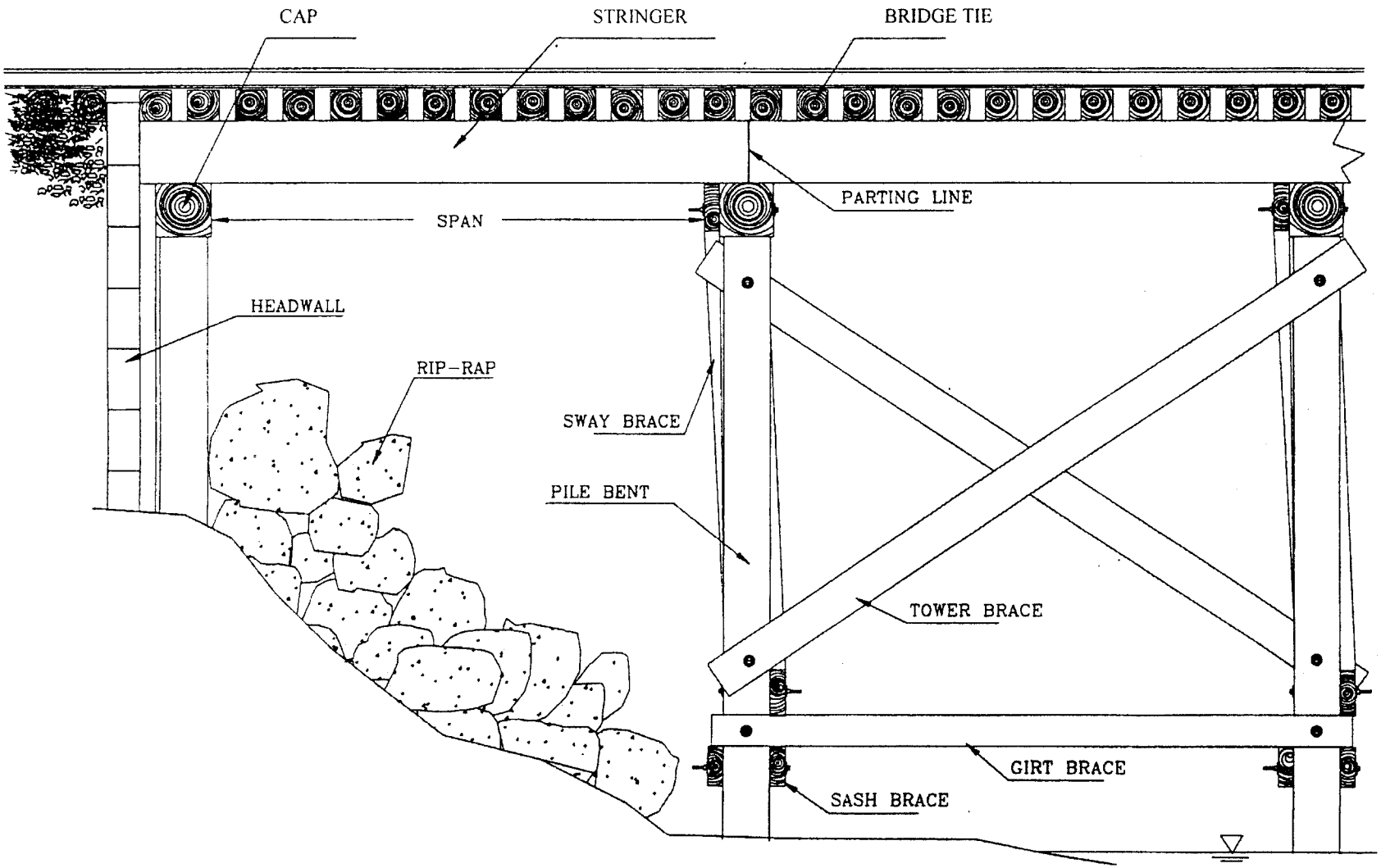


Ballast Deck Bridge Profile



BRIDGE DIAGRAM

OPEN DECK PILE TRESTLE



Bridge Terminology - Steel and Concrete Structures

Structural Crack

A crack that has progressed in magnitude, either in width, depth, or both, to the point that the structural integrity of the member is in jeopardy.

Surface Crack

A crack that extends only a few inches into the member, but not of sufficient magnitude to be of immediate concern. Without repair, though, a surface crack could progress into a structural crack.

Settlement Crack

A crack in a structure caused by differential settlement, or movement of various portions of the substructure. Repairs to these cracks should not be performed until the settlement problem has been corrected.

Working Crack

A structural crack that has divided the member into two or more components in which movement can be detected when load is applied, and could possibly permit differential settlement.

Efflorescence

Lime deposits on the surface of concrete caused by water leaching through cracks and porous concrete.

Spalling

General deterioration and breaking up of the surface of the concrete due to age, reactive aggregates, water damage, freeze-thaw action, abrasion, or impact damage.

Telescoping Bearing

Bearing plate has beaten down into the concrete or stone bridge seat causing damage to the concrete or stone.

Pumping Bearing

Bearing is moving up and down under load.

Drift

Brush, logs, and other debris carried by high water. The accumulation of drift against a bridge may increase the danger of fire and does increase the lateral load against the bridge substructure.

Rip Rap

Large Stones, boulders, blocks of concrete that are properly graded and placed to prevent scour.

Pack Rust

Corrosion that has occurred between two joined pieces of steel. This corrosion expands and deforms the two adjoining pieces of steel apart.

Delamination

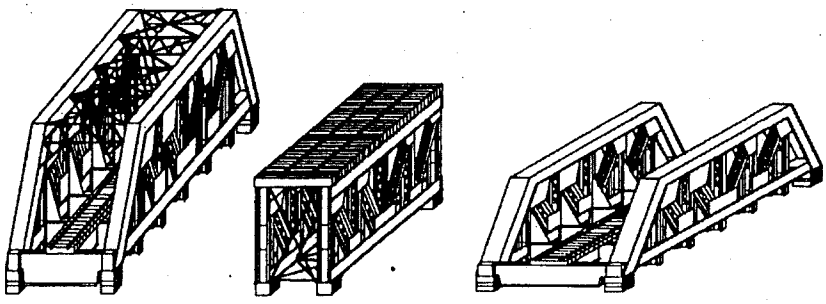
Delamination is the separation and flaking off of the grain on a heavy corroded piece of steel. Delamination can lead to very heavy section loss to the member because as one section of corroded steel flakes off, it exposes the underlying steel to further corrosion.

Surface Corrosion

Surface corrosion is corrosion to just the upper surface of the steel. It is usually minor and in most cases does not result in very heavy section loss.

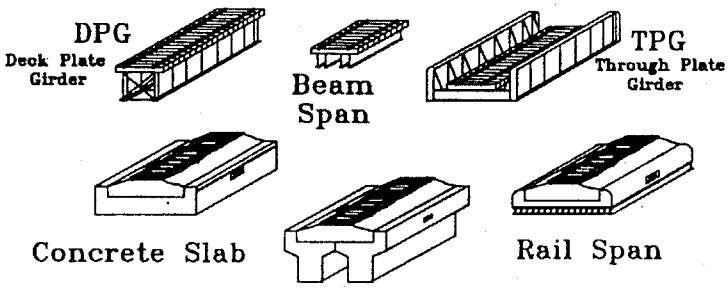
Common Types of Railroad Bridges

TRUSS BRIDGES

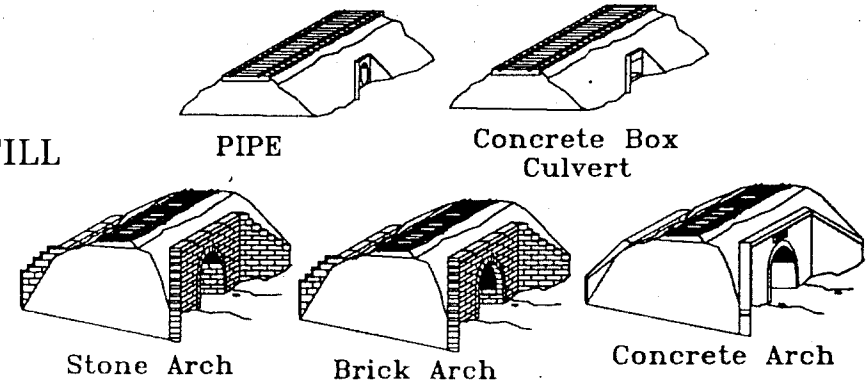


Through Truss | Deck Truss | Pony Truss

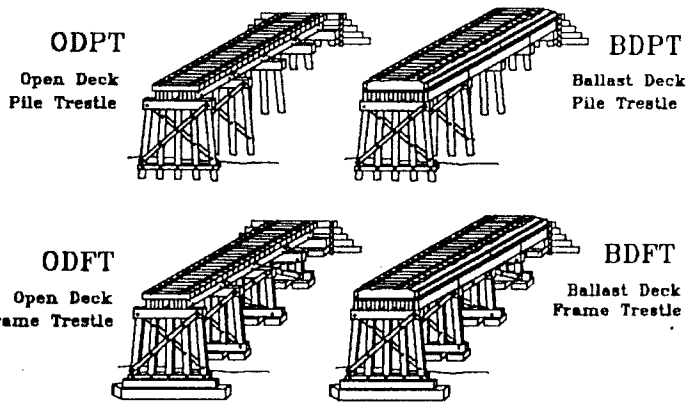
STEEL & CONCRETE BRIDGES



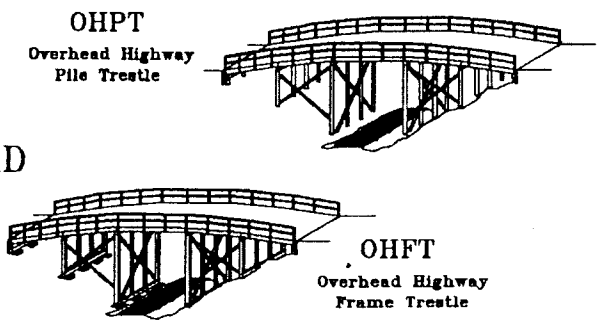
EARTH FILL BRIDGES

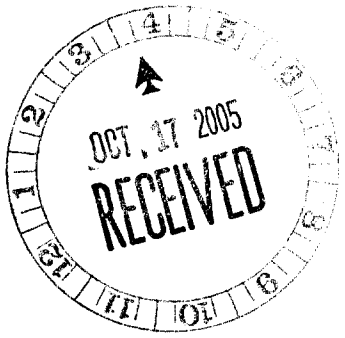


TIMBER RAILROAD BRIDGES



TIMBER OVERHEAD BRIDGES





ORIGINAL

EXHIBIT J

SAN PEDRO & SOUTHWESTERN RAILROAD

SYSTEM TIMETABLE NO. 10

FOR THE EXCLUSIVE USE AND GUIDANCE OF EMPLOYEES

ED BARGE
MANAGER OF OPERATIONS/ ROADMASTER

RON BODEN
MANAGER OF TRANSPORTATION/ SAFETY OFFICER

EFFECTIVE AT 0001
MOUNTAIN STANDARD TIME
SATURDAY, NOVEMBER 01, 2003

INJURIES ARE PREVENTABLE NO INJURY IS ACCEPTABLE

Ex. J

SAN PEDRO & SOUTHWESTERN RAILROAD SYSTEM TIMETABLE No. 10

Ed Barge
Manager of Operations/Roadmaster

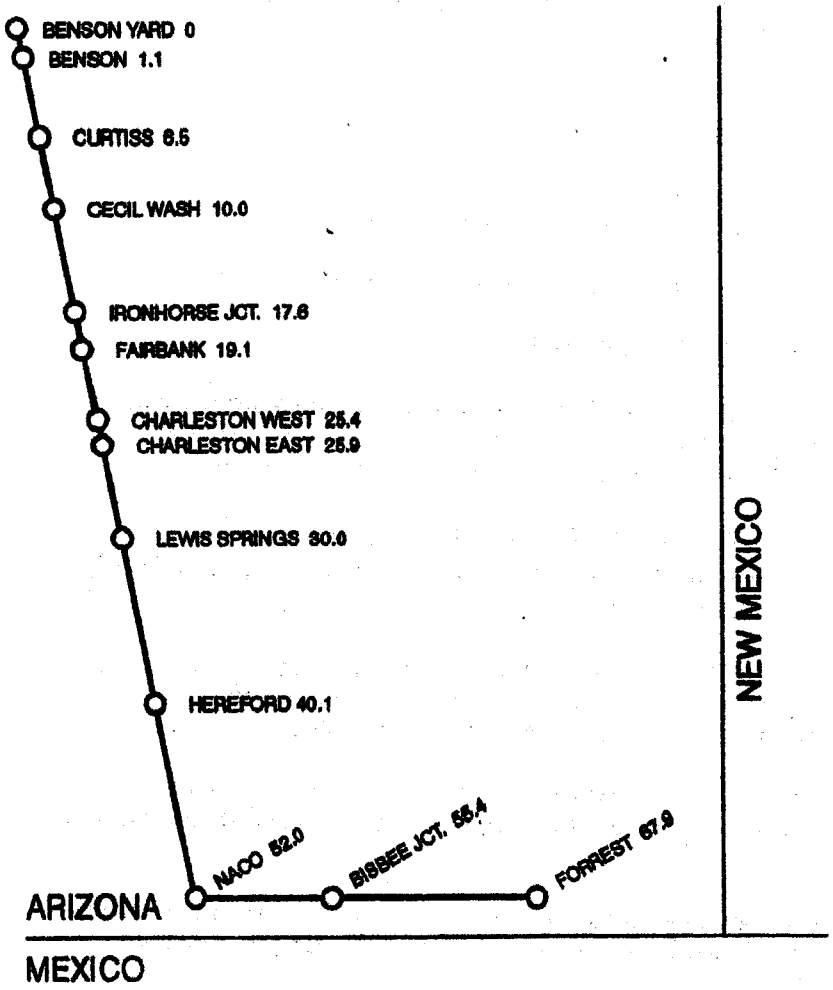
Ron Boden
Manager of Transportation/Safety Officer

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SAN PEDRO & SOUTHWESTERN RAILROAD
SYSTEM MAP



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STATION TABLE

MAIN LINE

Footage Capacity of Storage	other	Station No's	Stations Eastward		Westward	Method of Oper.	Milepost Location
	Yard	28324	Benson Yard	1.1	Ⓨ Ⓙ Ⓣ	Rule 6.13	0.0
			Benson	5.4	Ⓒ Ⓑ Ⓨ		1.1
1049 1361	Yard	28326	Curtiss	3.5	Ⓕ Ⓨ		6.5
			Cecil Wash	7.6	Ⓨ		10.0
			Ironhorse Jct.	1.5	Ⓨ		17.6
900		28344	Fairbank	6.3	Ⓨ		19.1
971		28350	Charleston West	0.5	Ⓨ		25.4
			Charleston East	4.1	Ⓨ		25.9
			Lewis Springs	9.9	Ⓨ		30.0
			Hereford	11.9	Ⓨ		40.1
		28384	Naco	3.4	Ⓨ		52.0
1560	Yard	28356	Bisbee Jct.	12.5	Ⓨ Ⓣ		55.4
2375		28392	Forrest	(67.9)	Ⓨ		67.9

Excepted Track (rule 6.12) - MP 47.2 to MP 67.9.

RULE 4.3 TIMETABLE CHARACTERS

- Ⓑ General order boards and books
- Ⓒ Standard clock
- Ⓕ Fuel station
- Ⓙ Railroad juncton
- Ⓣ Turning facility
- Ⓨ Yard limits

RADIO INFORMATION	
AAR Radio Channel 55 in service	on Main Track
AAR Radio Channel 96 in service	in UP Trackage, Benson

SPSWtable.ai

SYSTEM SPECIAL INSTRUCTIONS

ITEM 1 - SPEED RESTRICTIONS

All speeds are subject to modification by speed restrictions indicated under individual special instructions.

MAIN LINE – MAXIMUM AUTHORIZED SPEED FOR TRAINS:

20 MPH.

All loaded K (chemical) Trains are restricted to 20 MPH or less on entire system. (see posted bulletins)

METHOD OF OPERATIONS:

RULE 6.13 YARD LIMITS - in effect between MP 0.0 and MP 67.9

Within yard limits, trains or engines are authorized to use main track without protecting against other trains or engines. Engines must give way as soon as possible to trains as they approach. All movement entering or moving within yard limits must be made at restricted speed.

RULE 15.0 TRACK BULLETIN in Effect Between MP 1.5 and MP 67.9.

EXCEPTIONS - OTHER TRACK

All yard tracks	10 MPH
All siding tracks	5 MPH
Paul Spur tracks	5 MPH
Apache Nitrogen Main tracks	10 MPH
Other tracks, Apache	5 MPH
Track Scale, Apache	4 MPH

RULE 6.12 EXCEPTED TRACK: Designated in timetable between MP 47.2 to MP 67.9. All trains will be operated according to FRA standards. The following rules apply:

A. Maximum speed must not exceed 10 MPH.
B. No revenue passenger train will be operated.

C. No train will be operated that contains more than five cars placarded according to hazardous material regulations.

RULE 6.27 MOVEMENT AT RESTRICTED SPEED

When a train or engine is required to move at restricted speed, movement must be made at a speed that allows stopping within half the range of vision short of:

- Train
- Engine
- Railroad car
- Men or equipment fouling the track
- Stop signal or derail or switch lined improperly

The crew must keep a lookout for broken rail and not exceed 20 MPH.

FLAT SPOTS ON WHEELS

When flat spots on wheels of engines or cars are developed on trains between terminals and it is known that no other damage to wheel or running gear exists, they may be operated at speeds as follows:

- Less than two and one half inches - Normal Speed.
- Two and one half inches or more - Not to exceed 10 MPH to first inspection point.

If mechanical inspection reveals two and one half inches or more flat spots, the equipment must not be operated beyond inspection point except on specific instructions of mechanical or operating officer present.

When flat spots are detected on engines or cars between terminals, Conductor or Engineer must notify Train Dispatcher at first available point of communication.

Engines or cars set our on line due to excessive flat spots must be reported to Train Dispatcher who must, when necessary arrange to have track inspected.

In addition to filling out the inspection report, the daily cab card must be filled out. The location, date, and time must correspond on both the daily cab card and the inspection report. Example: An engine that was inspected at 0001, August 5, does not have to be inspected again until 2359, August 6.

ITEM 3 - EQUIPMENT RESTRICTIONS

SCALE TEST CARS must be placed ahead of the last car. Only one (1) two-axle scale test car may be handled in a train. Scale test cars must not be humped.

JORDAN SPREADER must, when possible, be headed in the direction train is moving and wings must be properly secured.

LOADED RIBBON RAIL CARS must not be:

- Coupled to other cars except buffer cars (buffer cars will be placed ahead of and behind ribbon cars at welding plant).
- Handled in freight service with other cars unless authorized.
- Separated for maintenance or repairs unless under direct supervision of a Roadmaster.

ITEM 3(A) CARS OF SPECIAL CONSTRUCTION

Cars of special construction, except cars with instructions provided in Item 1 and Item 3 must not be handled without permission and instructions from the Benson office. Examples of cars considered to be special construction:

- Cars with more than four axles
- Articulated cars
- Permanently or semi-permanently coupled cars
- Cars shorter than 35 feet
- RoadRailer type Bi-modal semi trailers

ITEM 3(B) BRIDGE AND EQUIPMENT WEIGHT RESTRICTIONS

Maximum gross weight of car and locomotive, Benson to Forrest – 263,000 pounds.

ITEM 4 - IN EFFECT ON SAN PEDRO AND SOUTHWESTERN RAILROAD

- General Code of Operating Rules Dated April 2, 2000
- Union Pacific Air Brake and Train Handling Rules revised July 13, 2003
- Union Pacific Maintenance of Way Rules dated October 25, 1998
- Transportation Safety Rules and Procedures and Recommended Work Guidelines, effective February 1, 2002
- United States Hazardous Materials Instructions for Rail
- North American Emergency Response Guidebook (HAZMAT) year 2000
- San Pedro Southwestern Emergency Response Plan effective November 1, 2003

ITEM 5 - GENERAL CODE OF OPERATING RULE CHANGES AND ADDITIONS

The definitions and rules shown below are an application of, or are in addition to, those in the General Code of Operating Rules. Some are new or revised rules, as published in General Code of Operating Rules, April 2, 2000.

INTRODUCTION: For the most part, the special instructions in Item 5 clarify the application of the rule on San Pedro and Southwestern Railroad. In those cases where special instructions add or change a rule, words such as *"add"* or *"changed to read"* preface new wording. All portions of the rule that are not referenced remain unchanged.

RULE 1.3.1 RULES, REGULATIONS, INSTRUCTIONS AND POLICY *changed to read:*

SAFETY RULES: Employees must have a copy of, be familiar with, and comply with all safety rules issued in a separate book or in another form.

DRUGS AND ALCOHOL: Employees must have a copy of, be familiar with, and comply with the Drug and Alcohol Policy.

ITEM 2 - LOCOMOTIVE RESTRICTIONS

THE MAXIMUM NUMBER OF POWERED AXLES in a locomotive consist must not exceed 36.

HAULED-IN-TOW: The number of locomotives hauled-in-tow, regardless of placement in train, must not exceed two times the number of locomotives coupled for MU operation. Locomotives not coupled to the head end, or helper consist, must have the Dead Engine Feature cut in and if possible be placed not more than 15 cars from the head end consist.

ALIGNMENT CONTROL COUPLERS: Unless otherwise authorized, handle locomotives not equipped with alignment control couplers as follows:

Trains of 18 or more powered axles, pulling 5000 or more trailing tons must:

- Have a locomotive with alignment control coupler next to the train.
- Not have two locomotives without alignment control couplers coupled to each other.

Locomotives not equipped with alignment control couplers are not restricted when handling trains with locomotive consists of less than 18 powered axles or less than 5000 trailing tons.

ITEM 2(A) LOCOMOTIVE INFORMATION CHART

Locomotive restrictions indicated in Item 2, Individual Subdivision Special Instructions, are based on axle count and, when necessary, locomotive weight. Locomotive Information Chart indicates maximum weight for each model. If actual weight cannot be determined, use weight shown in chart.

Locomotive Information Chart			
Model	Axles	Horsepower	Maximum Weight (pounds)
SW8	4	800	221,000
SW9	4	1200	247,000
SW1000	4	1000	247,000
SW1200	4	1200	247,000
SW1500	4	1500	248,000
GP7	4	1500	258,000
GP9	4	1750	258000
GP20	4	2000	261,000
GP28	4	1800	263,000
GP30	4	2250	258,000
GP35	4	2500	264,000
GP40	4	3000	268,000
U30C	6	3000	416,000
SD39	6	2300	417,000

ITEM 2(B). DAILY ENGINE INSPECTIONS

Each locomotive in use shall be inspected at least once during each calendar day. A written report of the inspection shall be made. This report shall contain the name of the carrier; the initials and number of the locomotive; the place, date and time of the inspection; a description of any non-complying conditions disclosed by the inspection; and the signature of the employee making the inspection.

Any conditions that constitute non-compliance with any of the requirements of this part shall be repaired before the locomotive is used. A notation shall be made on the report indicating the nature of the repairs that have been made. The person making the repairs shall sign the report. The report shall be filed and retained for at least 92 days in the office of the carrier at the terminal at which the locomotive is cared for. A record shall be maintained on each locomotive showing the place, date and time of the previous inspection.

controlling locomotive only if no other locomotive is available to be picked up or switched to the controlling position.

RULE 2.3 REPETTITION *the first bullet changed to read:*

This rule concerns yard switching operations, less than two car lengths.

RULES 2.4 & 2.5 *add:* The use of "over" and "out" is not required during switching operations.

RULE 3.1 STANDARD CLOCKS: Mountain Standard Time is authorized system wide.

RULE 3.3 APPROVED TIME SERVICES are the Naval Observatory.

RULE 5.4.2 DISPLAY OF YELLOW FLAG *Change those parts of the rule where* 2 miles *is the required distance for displaying yellow flags to read* ONE MILE.

RULE 5.4.3 DISPLAY OF YELLOW-RED ***FLAG*** *Item 2b which reads, "The rear of the train has passed a green flag" is cancelled. The following paragraph is added.*

Green flags must not be placed to release a train from the requirements of a Yellow-Red Flag.

RULE 5.4.5 DISPLAY OF GREEN FLAG *change to read:*

A green flag indicates the end of a speed restriction. If a series of locations requires reduced speed, the green flag could overlap yellow flags. When this is the case, employees must:

- Place a yellow flag before each speed restriction.
- Place a green flag at the end of the last speed restriction.
- Green flags must not be placed to release a train from the requirements of a yellow-red flag.

RULE 5.4.8 TRACK FLAGS *add:*

Flags may be displayed, when necessary, to the left of track as viewed from an approaching train.

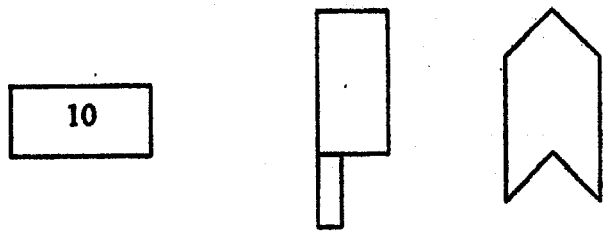
RULE 5.5 PERMANENT SPEED SIGNS *is changed to read:*

The location of permanent speed restriction signs is 2500 feet ahead of the restriction. At the end of a reduced speed zone, a train or engine will be governed by a Speed Sign displaying a higher speed or a Resume Speed Sign, which will authorize the maximum permissible speed on that subdivision. In either case, the speed must not be increased until the entire train has passed the sign displayed.

Exception: If noted in the Special Instructions for the individual subdivision that the restriction is a "Head End Restriction", speed may be increased after the head end has passed the Resume Speed Sign.

Locations where reduced speeds are required, but which are not indicated by signs, are listed in the Special Instructions for each subdivision.

Advance Warning Sign Resume Speed Sign



Advance warning sign has yellow background and black letters.
Resume Speed sign is green.

RULE 5.11 ENGINE IDENTIFYING NUMBER *revised rule:*

Trains will be identified by initials and engine number, plus the direction when required. When an engine consists of more than one unit or when two or more engines are coupled, the number of one unit only will be illuminated as the identifying number. When practical, use the number of the leading unit.

RULE 5.13.1 UTILITY EMPLOYEES *new rule:*

This rule outlines the requirements for allowing utility employees to work without signal protection. As used in this rule, a Utility Employee is a railroad employee assigned as a temporary member of a train or yard crew.

GENERAL CODE OF OPERATING RULES: Employees governed by these rules must have a current copy they can refer to while on duty.

HAZARDOUS MATERIALS: Employees who, in any way, handle hazardous materials must have a copy of the instructions or regulations for handling these materials. Employees must be familiar with and comply with these instructions or regulations.

AIR BRAKES: Employees whose duties are affected by air brake operation must have a copy of the rules and instructions for operating air brakes and train handling. Employees must know and obey these rules and instructions.

TIMETABLE/SPECIAL INSTRUCTIONS: Employees whose duties are affected by the Timetable/Special Instructions must have a current copy they can refer to while on duty.

TRAIN DISPATCHERS AND CONTROL OPERATORS: The Train Dispatchers and Control Operators must have a copy of the *Rules and Instructions for Train Dispatchers and Control Operators.* They must be familiar with and obey these rules and instructions.

CLASSES: Employees must be familiar with and obey all rules, regulations and instructions and must attend required classes. They must pass the required examinations.

EXPLANATION: Employees must ask their supervisor for an explanation of any rule, regulation, or instruction they are unsure of.

ISSUED, CANCELED, OR MODIFIED: Rules may be issued, canceled, or modified by track bulletin, general order or special instruction.

RULE 1.6.1 MOTOR VEHICLE DRIVING RECORDS *new rule:*

Employees certified as Locomotive Engineers, whatever class of service must report convictions for:

- Operating a motor vehicle while under the influence of, or impaired by, alcohol or a controlled substance.
- Refusal to undergo such testing when a law enforcement official seeks to find out whether a person is operating under the influence of alcohol or a controlled substance.

State-sponsored diversion programs, guilty pleas, and completed state actions to cancel, revoke, suspend or deny a driver's license are considered convictions as applied to this rule.

An employee must report any conviction to an employee assistance representative no later than the end of the first business day immediately following the day the employee receives notice of the conviction.

RULE 1.10 GAMES, READING, OR ELECTRONIC DEVICES
third bullet changed to read:

The proper authority may authorize using radios, tape players or recorders or television sets not related to employee duties when use does not interfere with safe operations.

RULE 1.14 EMPLOYEE JURISDICTION *third bullet added:*

Employees are under the jurisdiction of the supervisors of the railroad they are operating on. When operating on another railroad, unless otherwise instructed, employees will be governed by:

- Safety rules, air brake and train handling rules, and hazardous materials instructions of the railroad they are employed by.
- The operating rules and timetable/special instructions of the railroad they are operating on.
- Foreign railroads entering SPSW property shall be governed and operate under the rules and timetable/special instructions in effect on the SPSW.

RULE 1.32 ACCURACY OF SPEED INDICATOR *addition:*

The Engineer must verify speed indicator accuracy as soon as possible after taking charge of the engine. The following two locations are designated official milepost speedometer check points:

MP 2 to MP 3
MP 41 to MP 42

RULE 2.17 RADIO TESTING *the following paragraph added:*

All road trains must have an operable radio in the controlling locomotive. If the radio should fail en-route, the locomotive may continue as the

shoved until the Engineer knows who is protecting the point of the movement and how protection will be provided. Cars or engines must not be shoved to block other tracks until it is safe to do so. Train may not exceed 20 MPH on main line.

RULE 6.23 EMERGENCY STOP OR SEVERE SLACK ACTION *revised rule:*

When a train or engine is stopped by an emergency application of the brakes or severe slack action occurs while stopping, take the following actions:

OBSTRUCTION OF MAIN TRACK OR CONTROLLED SIDING

If an adjacent main track or controlled siding may be obstructed, immediately:

- Warn other trains by radio, stating the exact location and status of the train and repeat as necessary.
- Place lighted fusees on adjacent tracks.
- Notify the Train Dispatcher or Control Operator and, when possible, foreign line railroads if necessary.

Warning to other movements is no longer necessary when:

- It is known adjacent tracks are not obstructed
  or
- The Train Dispatcher or Control Operator advises the crew that protection is provided on adjacent tracks.

INSPECTION OF CARS AND UNITS

All cars, units, equipment, and track must be inspected as outlined in the:

- Special Instructions
- Air Brake and Train Handling Rules

TRAIN ON ADJACENT TRACK

A train on an adjacent track that receives radio notification must pass the location specified at restricted speed and stop short of any portion of the stopped train fouling their track. When advised that the track is clear and it is safe to proceed, this restriction no longer applies.

RULE 6.32.2 AUTOMATIC CROSSING DEVICES *amended as follows:*

When within ¼ mile of a crossing equipped with automatic warning devices, do not increase speed by more than 5 mph until the device has been operating long enough to provide warning and the crossing gates, if equipped, are fully lowered.

Under any of the following conditions, a movement must not foul a crossing equipped with automatic warning devices until the device has been operating long enough to provide warning and the crossing gates, if equipped, are fully lowered:

- Movement has been delayed or stopped within 3,000 feet of the crossing.
- Movement is closely following another train.
- Movement is on other than main track

Employees must observe all automatic crossing warning devices and report any that are malfunctioning to the Train Dispatcher or proper authority by first available means of communication. Notify all affected trains as soon as possible.

REQUIREMENTS TO START WORK

A utility employee may work as a member of only one train or yard crew at a time.

No more than three utility employees may work with one train or yard crew at the same time.

A utility employee may become a member of a train or yard crew under the following conditions:

- The utility employee communicates with the designated crew member of the train or yard crew before starting work. Communication may be conducted verbally or by radio.
- The designated crew member identifies the utility employee to each member of the crew and each crew member acknowledges the utility employee's presence.
- The designated crew member authorizes the utility employee to work as a temporary member of the crew.

REQUIREMENTS WHILE WORKING ON, UNDER OR BETWEEN

Before a utility employee may work on, under or between rolling equipment, the following applies:

- All members of the crew must communicate with each other to understand the work to be done.
- The Engineer must be in the cab of the assigned controlling locomotive. However, another member of the same crew may replace the Engineer when the locomotive is stationary.

REQUIREMENTS WHEN WORK ENDS

A utility employee is released from a train or yard crew when:

- The utility employee notifies the designated crew member that the work is complete.
- The designated crew member notifies each crew member that the utility employee is being released.
- The designated crew member releases the utility employee from the train or yard crew after each crew member acknowledges this notice.

RULE 6.1.1 DIRECTIONS AND NUMBERS *new rule:*

When issuing or repeating track warrants or track bulletins, observe the following guidelines:

DIRECTIONS: Directions (North, South, East, or West) must be pronounced then spelled.

NUMBERS: When the figure has more than one number:

1. State the number in words (Example: three-hundred sixty-five)
2. State each figure in the number (Example: three, six, five)

When the figure has only one number:

1. State the number (Example: three)
2. Spell the word (Example: T,H,R,E,E)

RULE 6.2.1 TRAIN LOCATION *new rule*:

Train or maintenance of way employees who receive authority to occupy the main track after the arrival of a train or to follow a train must ascertain the train's location by one of the following methods:

- Visual identification of the train.
- Direct communication with a crew member of the train,
  or
- Receiving information about the train from the Train Dispatcher or Control Operator.

RULE 6.3 MAIN TRACK AUTHORIZATION *add to the last paragraph:*

The employee requesting authority must be qualified on these rules and must tell the Train Dispatcher where the main track will be entered. Employees and equipment must not enter the main track and any other point unless otherwise authorized.

RULE 6.5 HANDLING CARS AHEAD OF ENGINE *amend to read:*

When cars or engines are shoved and conditions require, a crew member must take an easily seen position on the leading car or engine, or be ahead of the movement, to provide protection. Cars or engines must not be

AUTOMATIC WARNING DEVICES MALFUNCTIONING

Use the following table to properly complete movement at the crossing

Movement When Automatic Warning Devices Are Malfunctioning	
If...	**Then...**
The crossing is not protected by someone at the crossing	Stop before occupying the crossing. After a crew member is on the ground at the crossing to warn highway traffic, proceed over the crossing on hand signals from that crew member. or If devices are seen to be working or when relieved by the Train Dispatcher, proceed over the crossing at 15 MPH without stopping until the head end of the train completely occupies the crossing. Then proceed at normal speed.
The crew is notified that the crossing is protected by one (1) equipped Flagger who is able to protect the crossing in all directions of approaching traffic.	Proceed over the crossing at 15 MPH without stopping until the head end of the train completely occupies the crossing. Then proceed at normal speed.
The crew is notified that the crossing is protected by two (2) or more equipped Flaggers who are able to protect the crossing in all directions of approaching traffic.	Proceed over the crossing at normal speed without stopping.
Note: An equipped Flagger is a person other than a crew member who is equipped with an orange vest, orange shirt, or orange jacket. At night, the vest, shirt, or jacket must be fluorescent. The Flagger must have a red flag or stop paddle at day and a light at night.	

A. WHISTLE FOR CROSSING

When notified that automatic warning devices are malfunctioning, sound whistle signal 5.8.2(11) regardless of any prohibition.

B. TRAIN DISPATCHER RESPONSIBILITIES

When notified that automatic warning devices are malfunctioning, the Train Dispatcher *must:*

- Notify all trains.
- Contact the Signal Maintainers to ensure that local law enforcement agents are contacted.

RULE 7.1 SWITCHING SAFELY AND EFFICIENTLY *revised rule:*

While switching, employees must work safely and efficiently and avoid damage to contents of cars, equipment, structures, or other property.

Do not leave cars or engines where they will foul equipment on adjacent tracks or cause injury to employees riding on the side of a car or engine.

RULE 7.8 COUPLING OR MOVING CARS ON TRACKS WHERE CARS ARE BEING LOADED OR UNLOADED *revised rule:*

Before coupling to or moving cars on tracks where cars are being loaded or unloaded, crew members just be sure that all of the following have been removed or cleared:

- Persons in, on or about cars
- Platforms
- Boards
- Tank car couplings and connections
- Conveyors
- Loading or unloading spouts and similar appliances or connections
- Vehicles
- Other obstructions
- Be careful to avoid damage to freight of partly loaded cars.
- Do not handle cars that are improperly or unevenly loaded if load could shift or fall from the car, or if the car could derail or overturn.

- Return any car placed for loading or unloading to the location it was found if it has not been released for movement.
- Do not pull empty cars from an unloading facility until any major accumulation of debris is removed.
- Ensure that plug-type and swinging doors on cars are properly closed or secured.

RULE 8.20 DERAIL LOCATION AND POSITION *revised rule plus added last sentence:*

Employees in train, engine, and yard service must know the location of all fixed derails. Train or engine moving on or entering tracks where fixed derails are located must stop at least 100 feet from derail in derailing position. However, the distance restriction will not apply in engine servicing areas.

Do not make a movement over a derail in derailing position.

Sidings having hand-thrown derails will have derail locked in non-derailing position, except when engines or cars are left unattended on siding. On auxiliary tracks other than siding, except when derails are placed in non-derailing position to permit movement, make sure they are always in derailing position regardless of whether cars are on the track they are protecting. Lock all derails equipped with a lock. Report derails that have defective or missing locks.

RULE 14.3 OPERATING WITH TRACK WARRANTS *add new paragraph 3:*

In non-signaled TWC territory, when a train is approaching a siding or potential meeting point, a crew member must transmit the following on the radio: "Train Identification (initials, engine number and direction) is approaching siding at (approximate location) at (speed) MPH." This transmission must be made approximately 2 miles in advance of any station or location where a train could meet another train in non-signaled territory.

RULE 14.3 OPERATING WITH TRACK WARRANTS *the following second paragraph is added before the diagram:*

When track warrant requires "Not in Effect Until After the Arrival of _____, the limits must not be occupied until the train to be met has been identified by engine number and the rear end marker has passed the point

of restriction. In non signaled territory, the train being restricted must establish positive radio contact with the train to be met in order to confirm the identity of the passing train. If radio contact cannot be established, the Train Dispatcher must be contacted to provide the required confirmation. The train identification, time passed, location passed, or current time and location must be written on the track warrant form by both the Conductor and Engineer of the train being so restricted.

RULE 14.3.1 LEAVING THE MAIN TRACK *new rule:*

A train authorized to proceed in one direction must inform the Train Dispatcher when it leaves the main track before reaching the last named point, unless a crew member is left to prevent a following movement from passing.

RULE 14.4 OCCUPYING SAME TRACK WARRANT LIMITS *revised rule:*

A track warrant must not be issued to a train within the same or overlapping limits with another train unless:

1. In signaled territory, all trains are authorized to proceed in the same direction.

2. In non-signaled territory, all trains are authorized to proceed in the same direction and are instructed to move at restricted speed.

3. Two or more trains are authorized to "WORK BETWEEN" two specific points at restricted speed within the overlapping limits.
   or
4. Trains are authorized to proceed through the limits of another train authorized to "WORK BETWEEN" two specific points, and track warrants instruct all trains to move at restricted speed within the overlapping limits.

Where track warrant authority includes yard limits or restricted limits, the terms of Rule 6.13 (Yard Limits) or Rule 6.14 (Restricted Limits) apply, but track warrant instructions must be followed.

RULE 5.8.1 SOUNDING WHISTLE

When weather conditions impair visibility, sound whistle frequently. When other employees are working in the immediate area, sound the required whistle signal before moving. Other forms of communication may be used in place of whistle signals except signals [1] and [11]. See following chart.

The required whistle signals are illustrated by "o" for short sounds and "—" for longer sounds.

Sound	Indication
[1] Succession of short sounds	Use when an emergency exists, or persons or livestock are on the track. When crews on other trains hear this signal, they must stop until it is safe to proceed.
[2] —	When stopped: air brakes are applied, pressure equalized.
[3] — —	Release brakes. Proceed.
[4] o o	Acknowledge of any signal not otherwise provided for.
[5] o o o	When stopped: back up. Acknowledgement of hand signal to back up.
[6] o o o o	Request for signal to be given or repeated if not understood.
[7] — o o o	Flagman protect rear of train.
[8] o o o —	Flagman protect front of train
[9] — — — —	Flagman may return from west or south
[10] — — — — —	Flagman may return from east or north
[11] — — o —	Approaching public crossing at grade with engine in front, start signal not less than ¼ mile before reaching crossing, if distance permits. If distance does not permit, start signal soon enough before the crossing to provide warning. Prolong or repeat signal until engine occupies the crossing. NOTE: Use this signal to warn employees when: Approaching men or equipment on or near the track, regardless of any whistle prohibitions. or When view is obstructed.
[12] o —	Inspect brake system for leaks or sticking brakes.

The required whistle signal as described in illustration 11 must also be used approaching private crossings at grade.

RULE 5.8.2 PRIVATE AND PUBLIC GRADE CROSSINGS REQUIRING WHISTLE BLOWING AND BELL

Type	Gates	Milepost
Public	No	1.1
Private	No	1.2
Public	Yes	4.9
Public	No	8.3
Private	No	8.7
Private	No	15.99
Private	No	20.9
Private	No	21.45
Public	Yes	26.2
Private	No	30.1
Public	No	40.1
Private	No	40.7
Private	No	42.8
Public	No	52.0
Public	Yes	52.7
Public	No	55.8
Private	No	57.99
Private	No	58.2

RULE 6.2 INITIATING MOVEMENT

Switching between MP 0.0 and MP 1.5 is permitted without a track bulletin if no restrictions are in effect. Initiating movement beyond MP 1.5 must require a track bulletin.

RULE 6.4 REVERSE MOVEMENTS

Shoving cars on any track requires an employee to ride or protect the point.

RULE 6.5 HANDLING CARS AHEAD OF ENGINE

When shoving cars between Curtiss and Benson, a train hose is required on the point to protect movement across grade crossings.

RULE 5.8.2 SOUNDING WHISTLE

When weather conditions impair visibility, sound whistle frequently. When other employees are working in the immediate area, sound the required whistle signal before moving. Other forms of communication may be used in place of whistle signals except signals [1] and [11]. See following chart.

The required whistle signals are illustrated by "o" for short sounds and "—" for longer sounds.

Sound	Indication
[1] Succession of short sounds	Use when an emergency exists, or persons or livestock are on the track. When crews on other trains hear this signal, they must stop until it is safe to proceed.
[2] —	When stopped: air brakes are applied, pressure equalized.
[3] — —	Release brakes. Proceed.
[4] o o	Acknowledge of any signal not otherwise provided for.
[5] o o o	When stopped: back up. Acknowledgement of hand signal to back up.
[6] o o o o	Request for signal to be given or repeated if not understood.
[7] — o o o	Flagman protect rear of train.
[8] o o o —	Flagman protect front of train
[9] — — — —	Flagman may return from west or south
[10] — — — — —	Flagman may return from east or north
[11] — — o —	Approaching public crossing at grade with engine in front, start signal not less than ¼ mile before reaching crossing, if distance permits. If distance does not permit, start signal soon enough before the crossing to provide warning. Prolong or repeat signal until engine occupies the crossing. *NOTE:* Use this signal to warn employees when: Approaching men or equipment on or near the track, regardless of any whistle prohibitions. or When view is obstructed.
[12] o —	Inspect brake system for leaks or sticking brakes.

The required whistle signal as described in illustration 11 must also be used approaching private crossings at grade.

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Type	Gates	Milepost
Public	No	1.1
Private	No	1.2
Public	Yes	4.9
Public	No	8.3
Private	No	8.7
Private	No	15.99
Private	No	20.9
Private	No	21.45
Public	Yes	26.2
Private	No	30.1
Public	No	40.1
Private	No	40.7
Private	No	42.8
Public	No	52.0
Public	Yes	52.7
Public	No	55.8
Private	No	57.99
Private	No	58.2

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Switching between MP 0.0 and MP 1.5 is permitted without a track bulletin if no restrictions are in effect. Initiating movement beyond MP 1.5 must require a track bulletin.

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Shoving cars on any track requires an employee to ride or protect the point.

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When shoving cars between Curtiss and Benson, a train hose is required on the point to protect movement across grade crossings.

SECURING MAIN LINE TRAIN: Apply a sufficient number of hand brakes to prevent movement.

YARD OR MAIN LINE SWITCHING MOVEMENTS

a. Switch crews are allowed only to leave a block of cars unattended without hand brakes for a period of no longer than one hour.

b. Before a block of cars is cut away from the engine or train, the brake pipe must be charged to 90 lbs. All cars left unattended must be placed in an emergency application until returned. A single car or two cars must have a hand brake and emergency application when unattended.

ITEM 7 - TRAIN HANDLING INSTRUCTIONS

LOCOMOTIVE HORSEPOWER RATINGS

All East bound trains departing Benson operating on main track between MP 1.5 and MP 67.9 will operate at 1.5 HP per ton.

All West bound trains departing on main track between MP 67.9 and MP 1.5 will operate at no less than 1.0 HP per ton.

Exception: *Forrest to Bisbee, West bound - 1.5 HP per ton.*

Engineer and Conductors are jointly responsible for checking fuel, oil & coolant levels in locomotives daily.

RULE 30.2 AIR BRAKES

Initial terminal air brake test must be performed when train is originally made up. The person inspecting and testing the train must be qualified. All trains departing must have 100% operative train brakes.

RULE 30.2.2 INITIAL TERMINAL TEST PROCEDURES *SPSR application:*

1. The Conductor making the air test notifies the Engineer to make a 20 pound brake pipe reduction after attaching a rear train air gauge.

2. Once the Engineer has made the 20 lb reduction, the Conductor must view the air gauge for proper brake pipe pressure, and then walk the train to determine that:

   a. Angle cocks are properly positioned.
   b. Brakes are APPLIED ON EACH CAR.
   c. Piston travel is correct.
   d. Brake rigging does not bind or foul.
   e. All parts of brake equipment are properly secured.

3. The Engineer can make his leakage test while the Conductor is walking the train. Leakage must not exceed 5 psi/min.

RULE 6.23 EMERGENCY STOP OR SEVERE SLACK ACTION *add the following:*

Train must not proceed until it has been determined that it is safe to do so by visual inspection of the train or knowledge that the brake pipe has been restored by observing caboose gauge, end of train device (ETD) control head, or ascertaining that air pressure is present in the brake pipe by the following procedure:

a. After air brakes have had sufficient time to release following an emergency application, make a 20 psi brake pipe reduction:
   and
b. After brake pipe exhaust ceases, place automatic brake valve cutout valve to "out" position. If brake pipe pressure rapidly reduces to zero, entire train must be inspected. If air pressure is present in brake pipe, train may proceed.

Exception: It train exceeds 5,000 tons, train must be visually inspected unless emergency application of the brakes occurs at a speed above 30 MPH and it can be ascertained that brake pipe is continuous by observing pressure being restored on rear car after emergency application is released, or by performing steps "A" and "B" above.

All Trains: Train must be visually inspected before proceeding if unusual slack action was experienced when stopping or if excessive power is required to start train. If excessive power is not required to start train, and physical characteristics prevent a complete walking train inspection, inspect as much of the train as possible. The train may be moved, but may not exceed 5 MPH for the distance necessary to complete the inspection,

RULE 6.19 FLAG PROTECTION FOR TRAINS
Flag protection is not required against following trains on the same track if Rule 6.13 is in effect.

RULE 7.6 SECURING CARS OR ENGINES

Do not depend on air brakes to hold a train, engine or cars in place when left unattended. Apply a sufficient number of hand brakes to prevent movement. If hand brakes are not adequate, block the wheels.

When the engine is coupled to a train or cars standing on a grade, do not release the hand brakes until the air brake system is fully charged.

When cars are moved from any track, apply enough hand brakes to prevent any remaining cars from moving.

RULE 7.6 HAND BRAKES DOWH HILL SIDE (DHS)

INSTRUCTIONS FOR APPLYING HANDBRAKES

BENSON YARD TRACKS 601, 604, and 605

Mixed cars	30% DHS
Tank cars	40% DHS

ALL OTHER BENSON YARD TRACKS:

Single car	1 hand brake
Two cars	2 hand brakes
Passenger train, South leg of wye	3 hand brakes DHS

CURTISS SIDING - OLD & NEW

Single car	1 hand brake
Two cars	2 hand brakes
Block of cars	1 hand brake on each end

FAIRBANK

Single car	1 hand brake
Two cars	2 hand brakes
Block of cars	50% East end DHS

BISBEE

North leg of wye	5 hand brakes DHS
East leg of wye	5 hand brakes DHS
West leg of wye	5 hand brakes DHS
Bisbee siding	6 hand brakes on West end DHS

FORREST

Single car	1 hand brake
Two cars	2 hand brakes
Block of cars	3 hand brakes West end DHS

PAUL SPUR

Spur track high	100% hand brakes
Shaker track	100% hand brakes and Skate DHS

APACHE NITROGEN POLICY AND PROCEDURES

a. All cars on all tracks must have hand brakes applied. Any single engine or car or lock of cars must be chocked on the leading wheel.

b. Whistle and bell must be sounded at all grade crossings.

c. All reverse movement must have an employee protecting the point.

d. All switching and derails must be lined for normal positions.

e. Radio contact must be made with Apache Nitrogen guard upon arrival and departure.

f. Safety glasses are required while working on property at all times.

g. Under no circumstances will any crew member smoke or carry matches or lighters onto the Apache Nitrogen plant.

h. Facial beards will not be allowed when working at Apache Nitrogen unless special instructions permit.

ITEM 10 - TELEMETRY DEVICES

All trains are restricted to 30 MPH or less unless equipped with an operational two-way Telemetry Device which must be armed and able to initiate an emergency application of air brakes from the rear car of the train. If communication is lost en-route, the train must not exceed 30 MPH until communication is re-established. Trains exceeding 30 MPH must immediately reduce to that speed.

Before departing initial terminal, crews must ensure that the two-way ETD is armed and that the battery is sufficiently charged.

When any train is equipped with a two-way radio telemetry system that consists of an end-of-train device (ETD) mounted on the coupler of the last car, and a head-of-train device (HTD) mounted on the lead locomotive, the system must be armed and tested.

Do not use an ETD device if the difference between the brake pipe pressure readings on the ETD and on the HTD exceeds +/- 3 psi.

ITEM 11 - DITCH LIGHTS

Trains or engines operating at speeds of 20 MPH or more must display ditch lights in the direction of movement when approaching public road crossings at grade. Ditch lights should be displayed at all times when railroad operating rules require the headlight to be displayed on bright. Ditch lights may be extinguished when they interfere with switching operation.

Trains or engines equipped with ditch lights that has one failed bulb may continue in the lead position to the next repair point. Engines that experience failure of both ditch lights must be switched from the lead position or, if a suitable replacement unit is not available, must not exceed 20 MPH approaching public road crossings at grade.

Trains not equipped with ditch lights in the direction of movement must not exceed 20 MPH approaching public road crossings at grade.

ITEM 12 - FRA EXCEPTED TRACK

Operation department must notify track department when trains are going to be operated over segments or FRA excepted track. Track must be

inspected as required by 213.4(a) of the Federal Track Safety Standards. Six-axle units will not be operated over excepted track.

ITEM 13 – RULING GRADE

The ruling grade on SPSW main line is 1%.

ITEM 14 - REPORTING INJURIES EMPLOYEES AND NON-EMPLOYEES

EMPLOYEES: All cases of personal injury, while on duty or on company property must be immediately reported to the proper manager and the prescribed forms completed. A personal injury that occurs while off-duty that will in any way effect employee performance of duties must be reported to the proper manager as soon as possible. The injured employee must complete the prescribed written forms before returning to service.

NON-EMPLOYEES: All injuries to non-employees (passengers, trespassers etc.) on company property that does not result from on-track equipment accident must be immediately reported to the proper manager and the prescribed form completed.

ITEM 15 - GRADE CROSSING ACCIDENTS

The following information is designed to serve as post grade crossing accident guidelines. It is designed to provide the utmost safety to you and your crew. After the accident has occurred and the train is stopped:

a. Ensure the safety of crew members, accident victims and the public.

b. Complete the requirements of Rule 6.23 of the General Code of Operating Rules.

c. Contact the Dispatcher or any other available radio contact or supervisor and advise:

- Exact location
- What Emergency services are needed. Include an alternate route for emergency vehicles if your train is blocking road crossing.

and must be stopped immediately if power is required to keep train moving.

The last paragraph under heading "Train on adjacent track" is amended to read: A train on an adjacent track that receives radio notification must approach location at restricted speed and stop short of any obstruction of Flagman. When advised track is clear and it is safe to proceed, these restrictions no longer apply.

RULE 5.10.1 All main line trains will display a highly visible marker at the rear of the train.

Night: a light
Day: a red flag

PASSENGER TRAIN RULES

RULE 30.7 Running air test on passenger equipment will be performed upon departing Benson, Charleston, Fairbank or crew change points.

RULE 7.9 When switching passenger equipment or coupling onto passenger cars, a 50-foot safety stop is required.

RULE 1.8 The use of any form of tobacco by employees on duty while in the presence of passengers is prohibited.

ITEM 8 - TRACK INDICATORS

BENSON YARD

601 – main track	Deliveries
604 - yard track	WB Out
605 – yard track	EB Out
UP 602 West wye track	WYT1
SPSR North wye track	NWT1
SPSR South wye track	SWT1
UP 603 East wye track	EWT1

CURTISS

Old storage track	CO1
New storage track	CN2

FAIRBANK

Spur Track	FST1

CHARLESTON

Charleston siding	CT1

BISBEE

North wye	BJNW1
West wye	BJWW1
East wye	BJEW1
Bisbee siding	BJSS1

FORREST

Main track	FMT1
Siding & spur	FSS1

PAUL SPUR

Shaker	PS1
Lead-on spur	PS2

RAILROAD STATIONS NUMBERS

Benson Yard	28324
Curtiss	28326
Fairbank	28344
Charleston	28350
Naco	28384
Bisbee	28356
Forrest	28392

ITEM 9 - EVENT RECORDERS

All trains are restricted to 30 MPH or less unless at least one locomotive in the lead locomotive is equipped with an event recorder. If no information is available as to whether or not a locomotive is equipped with an event recorder, contact the Train Dispatcher and be governed by his instructions.

d. Assess damage to vehicle and train to determine if there is danger to your crew and the public.

e. Assign a crew member to monitor a radio to provide information for emergency assistance.

f. If it is safe, render assistance to accident victims. It is important not to move the victims unless a life-threatening situation exists.

g. Turn off the vehicles ignition and inform the investigating officer you did so. Otherwise do not disturb the accident scene. Do not move the train unless it presents a safety problem, such as emergency vehicles needing to get to the accident through a blocked crossing, etc.

h. Only give information to:

- The investigating officer.
- Authorized company officials, cooperate with the investigating officers. Answer the officer's questions and provide as much information as you can recall. Note the badge number and name of the investigating officer at the scene. Witness with the officer that the HEADLIGHT IS ON and that the WHISTLE and BELL on LEAD LOCOMITIVE are in PROPER WORKING ORDER. Also note that the CROSSING WARNING DEVICES are FUNCTIONING.

i. Assign a crew member to verify the accuracy of the wheel report. Safe all wheel reports, track warrants, track bulletins and other pertinent documents for the proper SPSW railway officials.

j. Ascertain that no part of the train is derailed and that it will be safe to proceed once released by the investigating officer.

k. Review the SPSR Accident/Incident Rail/Highway grade crossing report and ascertain you have all the required information.

l. Personal counseling will be available to any crew member who may experience post-accident trauma.

RULE 1.1.3 *add:* A SPSR Accident/Incident Rail/Highway Grade Crossing Report must be filled out for all train accidents regardless of how slight the injury or equipment damage.

S-25.1.3 Report by the first means of communication any accidents: personal injuries: defects in tracks, bridges or signals or any unusual conditions that may affect the safe and efficient operation of the railroad.

ITEM 16 - MAINTENANCE OF WAY SPECIAL INSTRUCTIONS

RULES 42.5 & 42.13.4 MAINTENANCE OF WAY WORKER RULES

Before entering or occupying a main track or yard limits, the track operator must communicate directly with trains or engines. A track car may proceed only after the track car operator has verified with the train's Engineer that train movements will not interfere with the track car's route.

RULE 5.2.2 SIGNALS USE BY EMPLOYEES

Maintenance of way hyrail vehicle will carry a full flagging kit in approved containers. The flagging kit will contain the following:

One-Person vehicle

Red flags – 3
Red fusees – 6

RULE 5.4.7 DISPLAY OF RED FLAG OR RED LIGHT

A red flag or red light is displayed where trains must stop. When approaching a red flag or red light, the train must stop short of the red flag or red light and not proceed unless the employee in charge gives verbal permission, including the milepost location of the red flag or red light. If permission to proceed is received before the train stops, the train may pass the ref flag or red light without stopping.

If track bulletin Form B is not in effect, permission must include speed and distance. This speed must not be exceeded until the rear of the train has passed the specified distance from the red flag or red light, unless otherwise instructed by the employee in charge.

Displayed Between Rails. When a red flag or red light is displayed between the rails of a track other than a main track or controlled siding, the train must stop and not proceed until the flag or light has been removed by an employee of the class that placed it.

RULE 5.4.7 DISPLAY OF RED FLAG OR RED LIGHT *addition:*

Maintenance of way worker SPSR or contractor must report specific location of red flags on track bulletin prior to commencing work. This practice must be performed before daily train movements to the superintendent or train master, who will issue track bulletins.

When train movements are in progress, road workers must NOT display red flags until he speaks with each train crew regarding work location and limits and if it is safe to do so. Exception: Emergency situations.

Red flags will be placed on each side of the work location where trains must stop. When approaching a red flag or red light, the train must stop short of the red flag or red light and not proceed unless the Employee In Charge gives verbal permission to pass specified distance.

RULE 42.15 FLAG PROTECTION

RULE 42.15.1 RED FLAG OR RED LIGHT PROTECTION

When track is impassable or unsafe for trains at normal speed, or before obstructing track or in any way rendering it impassable or unsafe, protection in both directions must be immediately provided.

When there are two or more tracks, protection must be provided in both directions on all affected tracks.

To provide flag protection, contact the Train Dispatcher and request positive protection using the emergency radio call-in system, if necessary. In ABS territory, apply Rule 40.5 (6.19.5 Protection in ABS by Lining Switch), if possible.

If unable to contact the Train Dispatcher, or if the Train Dispatcher cannot provide positive protection, provide positive protection as outlined below.
A. PLACE FLAGS: Where the maximum freight train speed of the subdivision is:

70 MPH or more:

- Place a red flag or red light ¼ mile from the obstruction.

41 MPH to 69 MPH:

- Place a red flag or red light ¼ mile from the obstruction.

40 MPH or less:

- Place a red flag or red light ¼ mile from the obstruction.

B. WATCH FOR APPROACHING TRAINS: When a train is seen or heard approaching before a Flagman has reached the required distance, the Flagman must perform one of the following procedures:

If it is day and there are no adverse weather conditions:

1. Continue in the direction of the approaching train.
2. Flag the train with the red flag.

If it is night or there are adverse weather conditions such as fog or storm:

1. Leave a burning red fusee at the same location.
2. Continue in the direction of the approaching train.
3. Give stop signals with another burning red fusee.

- Establish discontinuity in the rail to prevent movement into the working limits.

ITEM 17 S-24.1 DRUG &ALCOHOL POLICY

The use or possession of alcoholic beverages while on duty or on Company property is prohibited. Employees must not have ANY measurable alcohol in their breath or in their bodily fluids when reporting for duty, while on duty, or while on Company property.

FRA regulations prohibit the consumption of alcohol by hours of service employees within four (4) hours of reporting for covered service or after receiving notice to report for covered service whichever is the lesser. FHWA regulations prohibit the consumption of alcohol by a Commercial Motor Vehicle (CDL) operator within four (4) hours of driving a Commercial Motor Vehicle and for (8) hours following an accident that qualifies for alcohol testing but where the testing has not yet been accomplished.

If the Company has actual knowledge of a violation of pre-duty use of alcohol (§219.101(a)(3) for hours of service employees or §382.207 for CDL operators) or there is direct on-duty observation by a Company manager of consumption, use or possession of drugs or alcohol, by any employee, this policy has been violated and the employee is subject to disciplinary action without the necessity of testing.

The illegal use, possession, manufacture, distribution, dispensation or transportation of any drug or controlled substance is prohibited at any time, either on duty or off duty. Employees are expected to know those drugs or controlled substances which are illegal to use.

Employees must not report for duty or be on Company property under the influence of, or use while on duty, any over-the-counter or prescription drug or medication which may in any way adversely affect their alertness, coordination, reaction, response or safety.

ITEM 18 - RADIO CHANNELS

RULE 2.7 AAR ASSIGNED RADIO FREQUENCIES

Use	Channel
Switching	#1
Main Road	#2
Switching	#3
Personal	#4
Apache Main	#5
Apache Switching	#6
U.P. Main	#7
Main Line Road Channel	55
Switching Channel	32
U.P. Channel	96

HAND HELD RADIO - 10 CHANNEL MOTOROLA SP50

Extra Switch	#1
Main Road	#2
Extra Switch	#3
Personal	#4
Apache Main	#5
Apache Switch	#6
U.P. Main	#7

HAND HELD RADIO - 2 CHANNEL MOTOROLA SP50

Extra Switch	#1
Main Road	#2

C. RETURN TO THE FLAG: After red flags or red lights are placed, Flagmen must:

- Return to the flag or light placed at ¼ mile from the obstruction.
- Remain at that location and flag approaching trains with hand signals until relieved by the Foreman or by another Flagman carrying the Foreman's instructions.

Note: A Foreman may authorize the flag or light to be left unattended.

D. RECALL FLAGMEN: The foreman may recall Flagmen when:

- The track has been made safe for normal speed
  or
- The Train Dispatcher advises that protection has been provided.

In addition, when flag protection is no longer required, the Foreman will:

- Notify the Train Dispatcher.
- Send an employee or employees to remove all flags or lights from the rail.

RULE 42.15.2 RED FLAG OR RED LIGHT PROTECTION WITH ONE EMPLOYEE

When an employee who is alone is required to flag with red flags or red lights, the employee must follow these steps:

1. Place a red flag or red light ¼ mile from the obstruction in both directions.

2. Go in the direction from which the first train is expected and place Red flag or Red Light as outlined in rule 42.15.1 **However:**

   - If the direction from which the first train is expected is unknown, the employee must go in the direction in which trains will be moving down grade.
     or
   - When there are two or more tracks and only one of the tracks is affected, the employee must go first against the current of traffic, unless it is known that a train will arrive first from the opposite direction.

3. After flags or lights have been placed, return to the point of obstruction and remain there until relieved.

4. If a train approaches, set two flags or lights, go toward the train and flag with hand signals.

RULE OTS-4.3 INACCESSIBLE TRACK

Inaccessible track is a method of establishing working limits on non-controlled tracks by making the track physically inaccessible to trains and on-track equipment. Non-controlled track consists of:

- Yard tracks
- Industrial leads
- Non-controlled sidings

Inaccessible track can also be used to establish working limits on adjacent non-controlled tracks when it is necessary to foul adjacent tracks.

The EIC establishes working limits inaccessible track with one of the following methods:

- Line a switch or derail to prevent access to the working limits. Tag the switch or derail and lock, spike and/or clamp in securely. You must use a M/W or personal lock so train service employees cannot unlock it.
- Ask the Dispatcher/control operator to line a remotely controlled switch to prevent access to the working limits.

The Dispatcher/Control Operator must:
Apply a locking or blocking device to the control of the switch. Notify the roadway worker that protection has been established. Do not remove the locking or blocking device until the roadway worker who requested the protection gives permission to do so.

To protect roadway workers in bowl tracks and other non-controlled tracks with remotely controlled switches:

- Place a Flagman to hold all trains and equipment clear of the working limits.
- Place portable derail(s) with red flag(s). Derails and red flags must be placed 150 feet in advance, if possible, from the working limits to prevent movement into the limits.

ITEM 19 - TELEPHONE DIRECTORY

ALL FIRE, MEDICAL, POLICE EMERGENCIES	911
Ambulance Service	
Benson	520-586-2211
COCHISE COUNTY SHERIFF'S OFFICE	
Emergency	911
Non-Emergency: 1-800-362-0812 or	1-520-432-9500
SAN PEDRO RAILROAD OFFICE	
Office	520-586-2266
CELL PHONES	
Ed Barge	520-631-7223
Ron Boden	520-631-1447
KJ Johnson	520-631-5613
SUAREZ BROKERAGE OFFICES	520-281-4646
APACHE NITROGEN	
Operator	520-720-2217
Main Gate	520-720-2150
Carolyn Eaton	520-720-2120
Connie McLaren	520-720-2121
CHEM LIME	
Jerry Young	520-364-2429
Vicky Merritt	520-364-2429

HOTELS	
El Rancho Hotel	432-2293 fax: 432-7738
Gadsden Hotel	364-4481 fax: 364-4005
OTHER	
Time - Naval Observatory	202-762-1401
Turquoise Country Club Naco	432-3091

ITEM 12 – SPEED TABLE

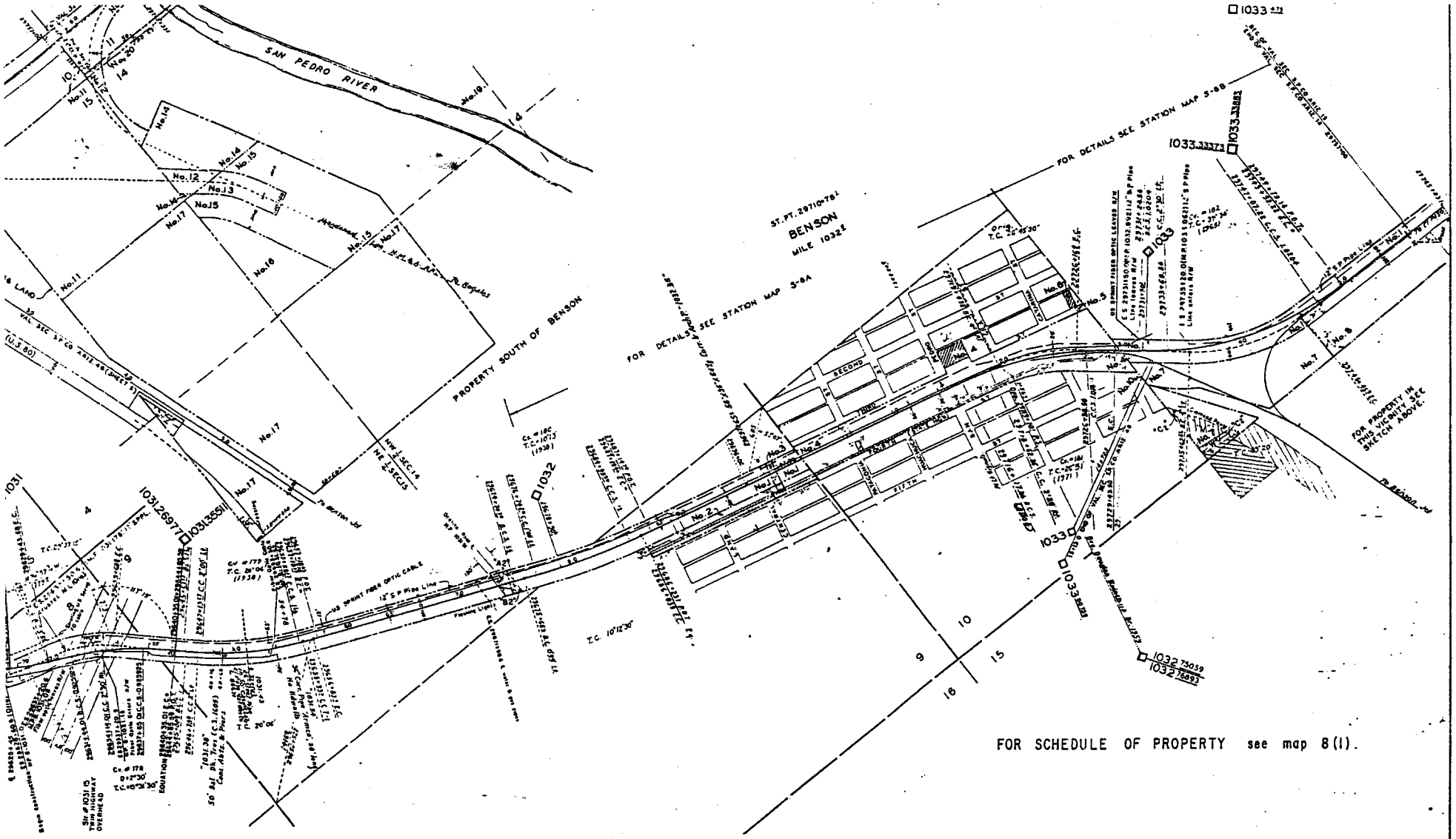
Speed Table					
Time Per Mile Min.	Sec.	Miles Per Hour	Time Per Mile Min.	Sec.	Miles Per Hour
1	00	60.0	1	42	35.3
1	02	58.0	1	44	34.6
1	04	56.2	1	46	34.0
1	06	54.5	1	48	33.3
1	08	52.9	1	50	32.7
1	10	51.4	1	52	32.1
1	12	50.0	1	54	31.6
1	14	48.6	1	56	31.0
1	16	47.4	1	58	30.5
1	18	46.1	2	00	30.0
1	20	45.0	2	05	28.8
1	22	43.9	2	10	27.7
1	24	42.9	2	15	26.7
1	26	41.9	2	30	24.0
1	28	40.9	2	45	21.8
1	30	40.0	3	00	20.0
1	32	39.1	3	30	17.1
1	34	38.3	4	00	15.0
1	36	37.5	5	00	12.0
1	38	36.8	6	00	10.0
1	40	36	12	00	5.0

Feet	Tenths of a mile
528	.1
1,056	.2
1,584	.3
2,112	.4
2,640	.5
3,168	.6
3,696	.7
4,224	.8
4,752	.9

ORIGINAL



EXHIBIT K



SOUTHERN PACIFIC
TRANSPORTATION COMPANY

RIGHT OF WAY AND TRACK MAP

MAIN LINE

COCHISE COUNTY, ARIZONA

FROM STATION TO STATION

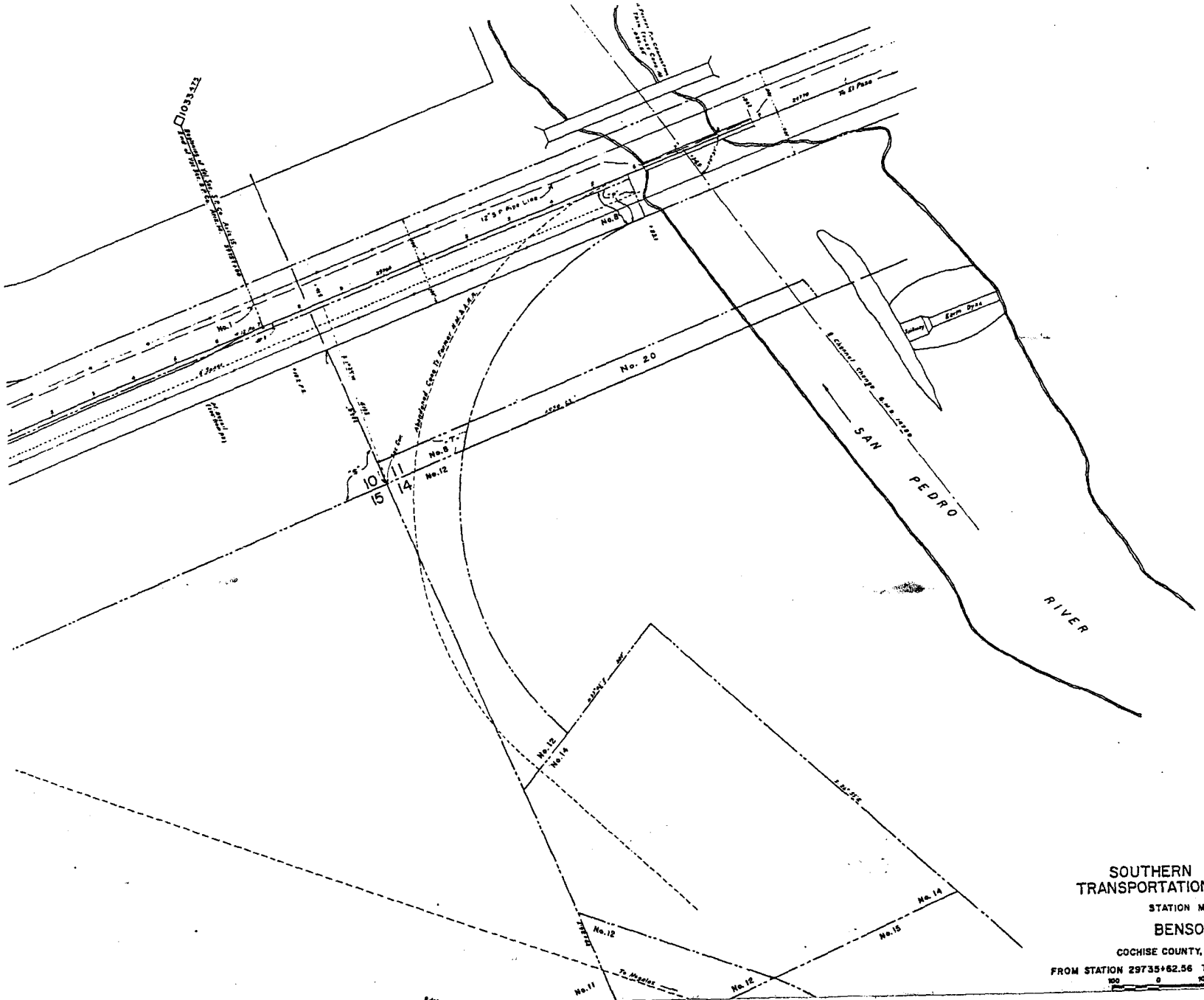
400 0 400 800

feet

VALUATION DEPARTMENT

S.P.R.R. Ariz. 5

V-14
8



SOUTHERN PACIFIC
TRANSPORTATION COMPANY

STATION MAP

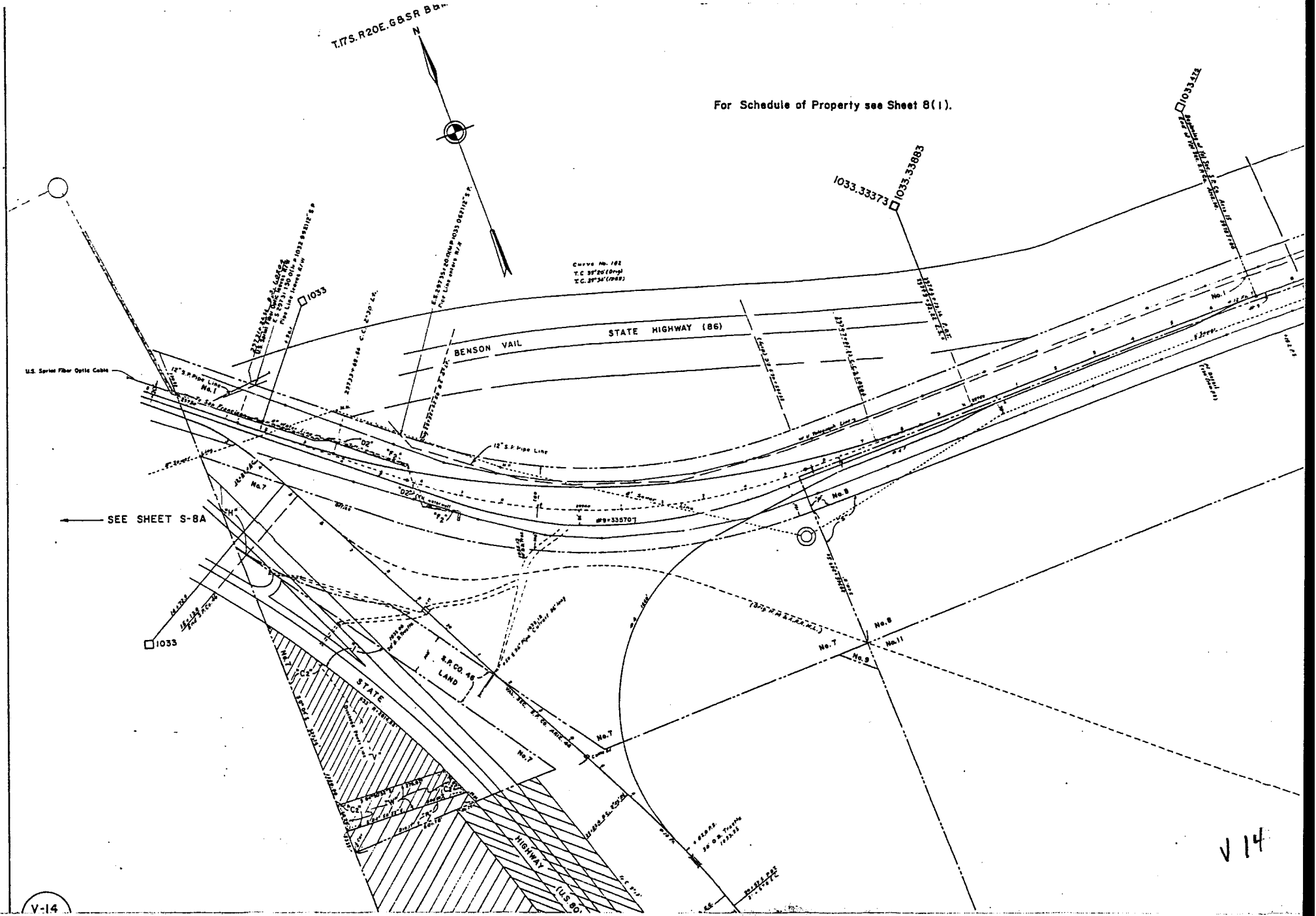
BENSON

COCHISE COUNTY, ARIZONA

FROM STATION 2973S+62.56 TO STATION 2977I+00

100 0 100 200

V-14


T.17S. R20E. G&SR B&M.
N
For Schedule of Property see Sheet 8(1).
1033.33373
1033.33883
1033.33373
1033
BENSON VAIL
STATE HIGHWAY (86)
U.S. Sprint Fiber Optic Cable
12" S.P. Pipe Line No.1
12" S.P. Pipe Line
SEE SHEET S-8A
No.7
No.8
No.9
No.11
No.1
1033
1033
S.P.CO. 46 LAND
STATE
HIGHWAY (U.S. 80)
V-14
V 14

No.	Grantor	Grantee	Instrument	Date	Record	Cust'r No.	Area Sq. Ft.	Area Acres	Remarks
								18[illegible]	See Note No. 2
1	Whetstone & San Pedro Land & Cattle Co.	Arizona & Southeastern R.R.	B&S Deed	Aug. 3, 1894	[illegible] Sept. [illegible] 1894	3362[illegible]		4[illegible]	
2	[illegible]	" " " "	" " "	Aug. 4, 18[illegible]	D.R. [illegible] Sept. 19, 1894	13626		48[illegible]	
3	Robert Jeremone	" " " "	Act of Cong.	Mar. 3, [illegible]				16.147	Map filed Sept. 30, 1895 Appd. Dec. 10, 1896. See Note 3
4	U.S. Government	" " " "	B&S Deed	Feb. 23, 1893	D.R. 12-[illegible] Mar. 3, 1893	33617		4.18	[illegible] acs. used [illegible] acs. shown as Par. 8 below
5	New Mexico & Arizona R.R. Co.	" " " "	" " "	[illegible]	D.R. [illegible] Sept. [illegible] 1894	3362[illegible]		3.23	
6	[illegible]	" " " "	" " "	Jan. 10, 1895	D.R. 12-52 Jan. [illegible] 1895	33623		22.841	See Note No. 6
7	"	" " " "	" " "	Feb. 23, 1893	D.R. 12-94 Mar. 3, 1893	33617		3.[illegible]	[illegible] acs. used [illegible] acs. shown as Par. 8 above
5	New Mexico & Arizona R.R. Co.								[illegible]
[illegible]	[illegible] Co. & E.P. & S.W. R.R. Co.	State of Arizona	Lic. Agrmt	Dec. 19, 1930		1893[illegible]			
8	See S.P. Co. 'A' Land Sch. below								See Note 4
Un. 1-8	E.P. & S.W. R.R. Co. & S.P.R.R. Co.	State of Arizona	Lic. Agrmt.	Aug. 7, 1941	- - -	41989	- - -	- - -	
Un. 4	S.P. Co.	Town of Benson	Easement	Feb. 11, 1957	- - -	24-628	- - -	- - -	Grants right to const. 4" gas main beneath trks. E.S. 70+94

Note No. 1 – The Arizona & Southeastern R.R. was purchased by the El Paso & Southwestern R.R. Co. by B&S Deed Aud. No. 33568 dated June 17, 1902. Recorded in D.R. 16 P 331 Cochise Co. Ariz. July 2, 1902.

Note No. 2 – 7.18 acs. acqd. [illegible] acs. shown as Par. 1, this Map; 5.28 acs. shown on Map 4&5 Parcels 3&4. Deed not in Co. files. See Communication Aud. No. 33619 dated Nov. 21, 1894 for evidence of deed.

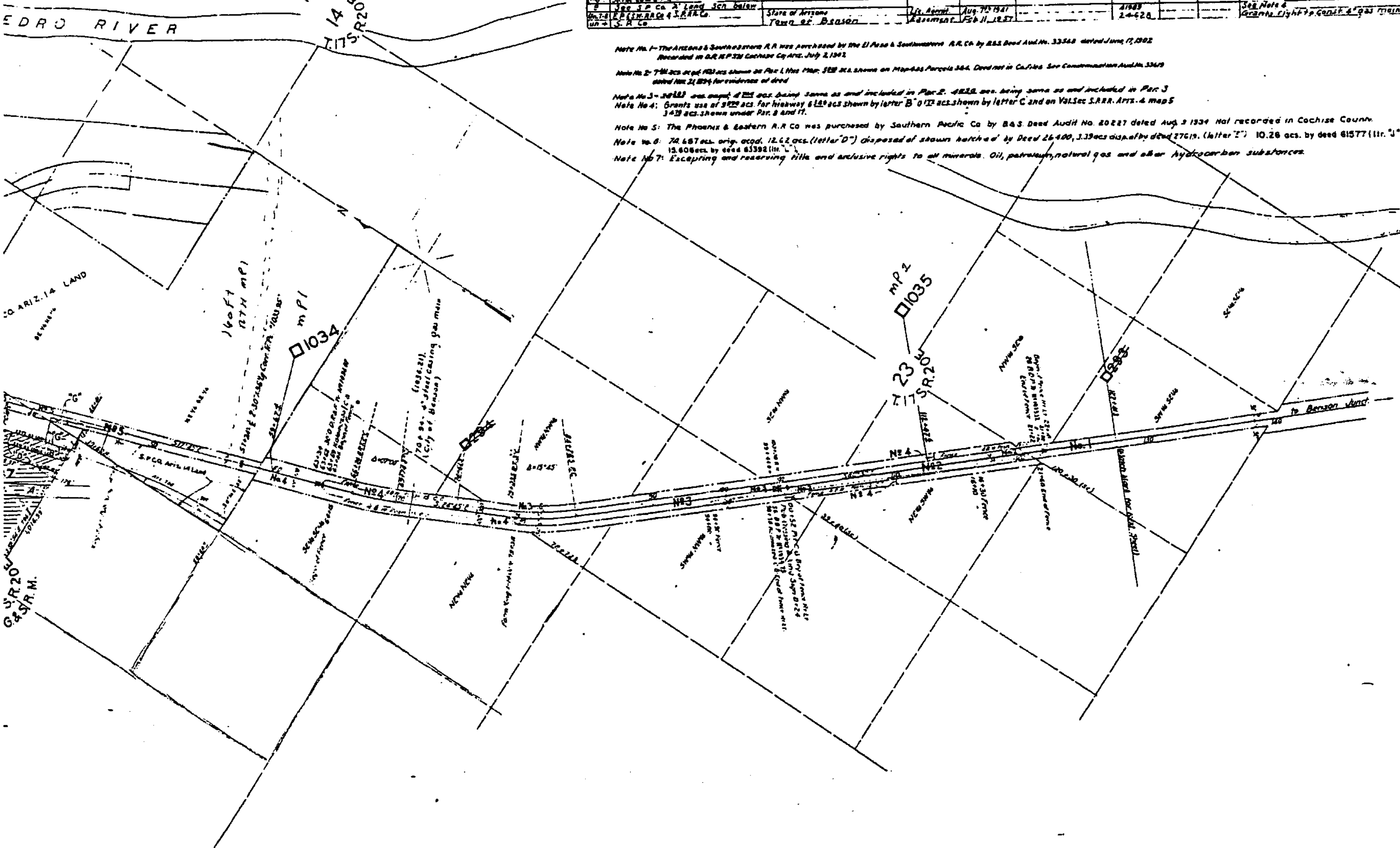
Note No. 3 – 20.83 acs. acqd. 4.[illegible] acs. being same as and included in Par. 2. 4.839 acs. being same as and included in Par. 3.

Note No. 4: Grants use of 9.[illegible] acs. for highway 6.[illegible] acs. shown by letter "B", 0.[illegible] acs. shown by letter C and on Val. Sec. S.P.R.R. Ariz. 4 map 5 3.[illegible] acs. shown under Par. 8 and 17.

Note No. 5: The Phoenix & Eastern R.R. Co. was purchased by Southern Pacific Co. by B&S Deed Audit No. 20227 dated Aug. 3 1934 Not recorded in Cochise County.

Note No. 6: 74.687 acs. orig. acqd. 12.62 acs. (letter "D") disposed of shown hatched by Deed 26400, 3.39 acs. disp. of by deed 27619 (letter "I") 10.26 acs. by deed 61577 (ltr. "J"), 9.97 acs. by deed 622950 ltr. "K" 15.606 acs. by deed 63392 (ltr. "L").

Note No. 7: Excepting and reserving title and exclusive rights to all minerals. Oil, petroleum, natural gas and other hydrocarbon substances.



RKS.

[illegible] from 1914 maps See Note No. 5 (60000 sq. ft. area all disp. of [illegible])

[illegible] Not recorded in Cochise County

[illegible] shown hatched See Note No. 7 [illegible]

[illegible] 0.33 acs.

[illegible] for drainage channel purposes (letter "G"), also shown on S.P. Co. Ariz. 14 map 8.

[illegible] for drainage channel purposes (letter "H")

[illegible] shown hatched (ltr. "J"). Excepts fee below 500'. A.F.E. 3-61546-1981

[illegible] shown hatched (ltr. "K"). Excepts fee below 500 ft. AFE 3-64525-82

[illegible] shown hatched (ltr. "L"). Excepts fee below 500'. AFE 3-67869-84

SOUTHERN PACIFIC TRANSPORTATION COMPANY

RIGHT OF WAY AND TRACK MAP

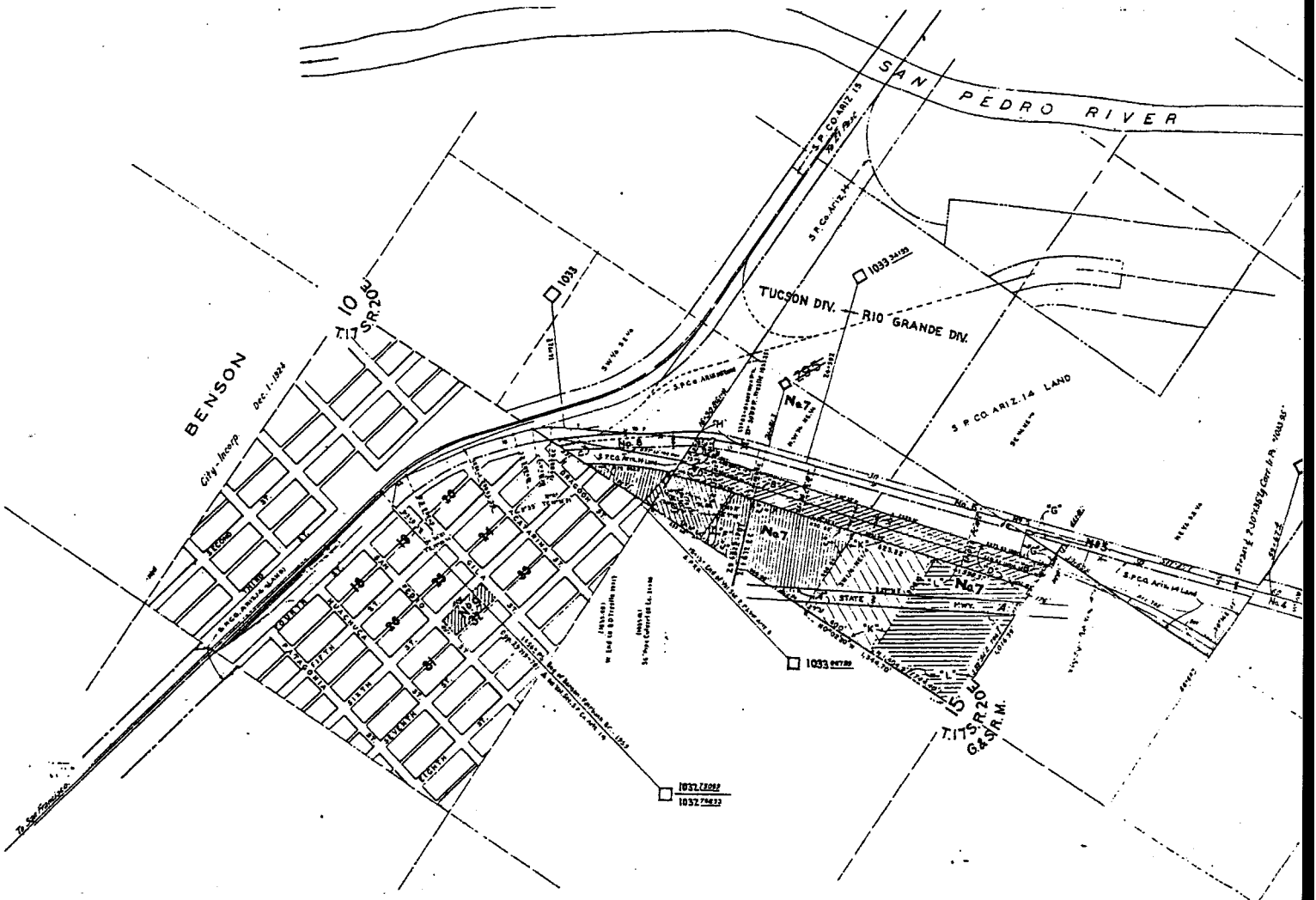
FORMER BENSON – FAIRBANK BRANCH – BENSON JCT. TO BENSON

COCHISE COUNTY, ARIZONA

FROM STATION 0+00 TO STATION 127+41.3

400 0 400 800

V-46



SCHEDULE OF PROPERTY

NO.	GRANTOR	GRANTEE	INSTRU.	DATE	RECORD	CUST.NO.	SQ. FT.	ACRES.	REMARKS
8	H.J.Latham et ux	P & E R R Co	Q.C.Deed	Sept 27,1901	Bk 38 87, June 21,1907	3447			
"	P & E R R Co	S.P.Co	B & S Unrec	Aug 5, 1924		20287			Transfers title of Part 1 (not recorded in Cochise County.)
Un 7	"	Magnus Power Co.	"	June 24,1924		20315			40000 sq ft. or 0.918 ac shown hatched AFE 3-751-1985
" "	Southern Pacific Company	State of Arizona	Grant Deed	Nov 3, 1930	Dkt 1127, P 534, Cochise Co. Records	24490			12.43 ac (Letter "I") also shown hatched See Note No. 7, AFE 3-751-1985
" 7	S.P.Co	S.P.Co	Agmt	Jan 28,1924	" 537, Rec'ds, Pima Co Rec	18952			Quitclaims 3.975 ac. shown by letter "A"
"	"	C.E. Postet ux	Grant "	Oct. 28, 1940		27619			2.37 acs. quitclaimed, shown as Parcel 2 on Plat 1 thereof and 0.33 ac. in Sec 7, S.P.Co. Ariz. 14 Sh 8. AFE 3-01164-1961
Un 5,7	"	City of Benson	Easement	Jan 7, 1966		48540			
Un 7	"	State of Arizona	"	Aug 27, 1969		51869			Grants use for Hwy purp (Letter "F") 0.33 acres
Un 7	S.P. Tptn Co	State of Arizona	Easement	Apr 17, 1973	Dkt. 869, P 246, 7-12-73	55126			Grants use of 1.894 acs. for drainage channel purposes (letter "G"), also shown on S.P.Co. Ariz. 14 map 8
Un 7	S P Tptn Co	Church of J.C. of L.D.S.	Grant	Mar 26, 1981	Dkt. 1526, P 171, 8-4-81	61577			Grants use of 0.098 acs. for drainage channel purposes (letter "H")
Un 7	S.P. Tptn Co	J.O. Bingham, et ux	Grant Deed	Dec. 30, 1982	Dkt. 1640, P. 133, Dec. 22, 1982	62295			10.26 acs. disposed of shown hatched (ltr. "J"). Excepts fee below 500'. AFE 3-61546-1981
Un 7	S P Tptn Co	The Evangelical Luth Good Samaritan Soc.	Grant	Nov. 15, 1984	Dkt. 8817, P 435, Dec. 12, 1984	63392			19.97 acs. disposed of shown hatched (ltr. "K"). Excepts fee below 500ft. AFE 3-64525-82
									115.606 acs. disposed of shown hatched ltr. "L". Excepts fee below 500'. AFE 3-67869-84

SAN PEDRO RIVER
D037
D036
D038
D038
D038
36
T17SR20E
25
T17SR20E
26
T17SR20E
N
W
E
(Match Mark for Next Sheet)

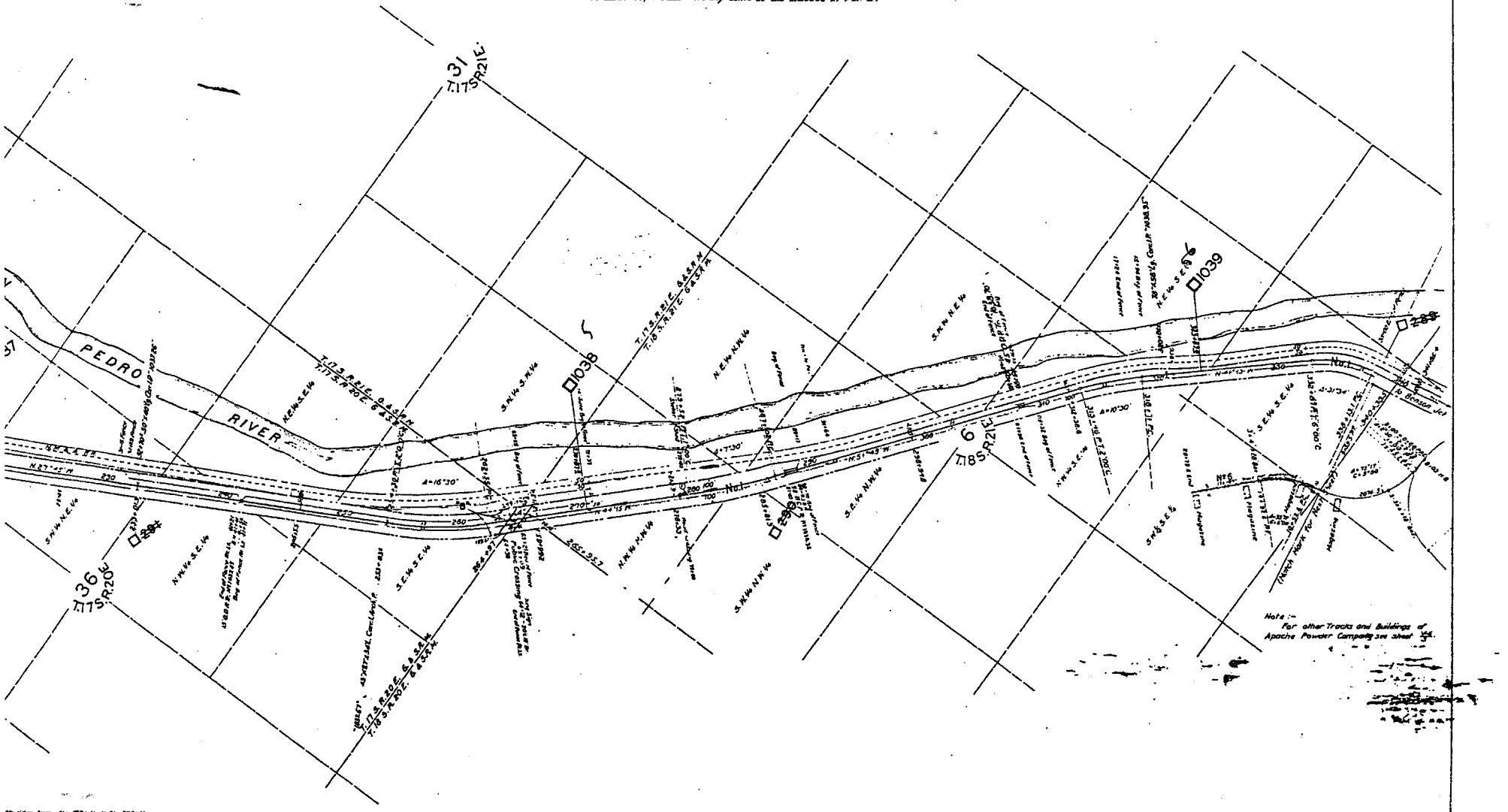
SCHEDULE OF PROPERTY

No	GRANTOR	GRANTEE	INSTRUMENT	DATE	RECORD	CULTURE	AREA Sq FT	AREA ACRES	REMARKS
1	U.S. Government	Arizona & Southeastern R.R. Co	Act of Cong	March 3 1875				62.133	Map filed Sept 30 1882 Approved Dec 18 1896 See Note No 3 See deed 58719
2	Jos. C. Vaughan	" " " " " "	R & S Deed	June 27 1894	D.R. 12-6 Sept 21 1894	33612		8.256	See deed 58719
3	Whatcom & San Pedro Land & Cattle Co	" " " " " "						3.865	See Note No 2 See deed 58719
4	" " " " " "	" " " " " "						3.220	" " " " " "
5	U.S. Government		Act of Cong	March 3 1875				3.121	Map filed Sept 30 1882 Approved Dec 18 1896 See deed 58718
6									Map filed Sept 30 1882 Approved Dec 18 1896 See deed 58718
6a-1	S.P. Co.	372+6 or 20 ft	Easement	Dec. 5, 1949		32000	18648		Granted use of 0.64 ac. (Under A-1 787 Gateway Bureau)
6a-2	S.P. Co.	Village of Benson	Easement	June 1917		14400			Grants use of 0.21 Ac. see ord. to 1-1-49 (2.3/187-4 W.)

Note No 1- The Arizona & Southeastern R.R was purchased by the El Paso & Southwestern R.R Co. by R & S Deed Aud. No 33585 dated June 17, 1902. Recorded in D.R. 8 N, P. 331, Cochise Co. Ariz July 2, 1902.

Note No 2- 7.98 acs. acqd. 2.194 acs. shown as Par 3; 3.225 acs. shown as Par 4; 1.812 acs. shown on Map 5 as Par 1; Deed not in Co. Recs.- See condemnation, Aud. No. 33618 dated Nov 21, 1894 for evidence of Deed

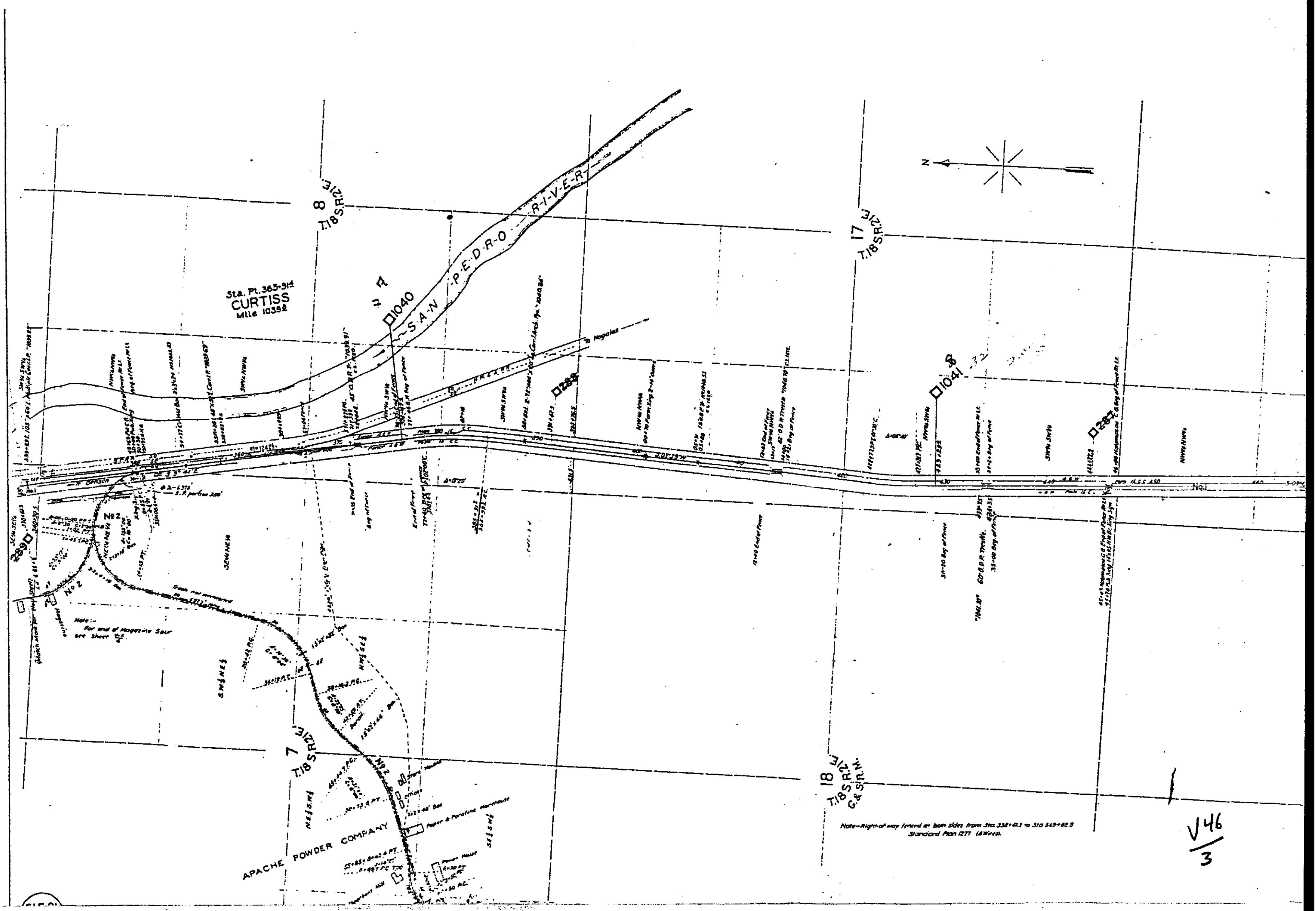
Note No 3- 69.888 acs. acqd. 6.255 acs. being same as and included in Par 2.



In sides from Sta 127+41 to Sta 338+61 of Plan 1277 (Curves).

RIGHT OF WAY AND TRACK MAP
BENSON FAIRBANK J BRANCH - BENSON JCT TO BERSON
SOUTHERN PACIFIC COMPANY
OPERATED BY
SOUTHERN PACIFIC COMPANY.
RIO GRANDE DIVISION: COCHISE COUNTY, ARIZONA

V-46
.4



Sta. Pt. 365+31½
CURTISS
Mile 1039.2
SAN PEDRO RIVER
1040
1041
To Nogales
APACHE POWDER COMPANY
Note:- For end of Magazine Spur see Sheet V46/4
Note - Right-of-way fenced on both sides from Sta. 338+61.3 to Sta. 549+82.9 Standard Plan 1277 (4 Wires).
8 T.18 S.R.21E.
17 T.18 S.R.21E.
7 T.18 S.R.21E.
18 T.18 S.R.21E. G.&S.R.M.
N
V46/3

No	Grantor	Grantee	Instrument	Date	Record	Cust's No	Sq. Ft.	Acres	Remarks
1	U.S. Government	Arizona & Southeastern R.R. Co	Act of Congress	*Apr. 1, 1879				93.58	1908 Field Spot 38.1825 Appraised Dec. 16, 1914
1								3.92	
2	S.P. Co.	State of Arizona	Agreement	Oct 26, 1963		Unit 124037			Agreed for highway purposes

Note No 1- The Arizona & Southeastern R.R. was purchased by the El Paso & Southwestern R.R. Co. by B&S Deed And No 53148 dated June 17, 1933. Recorded in DR No. P.381 Cochise Co. Ariz. July 2, 1963

Sta. Pt. 503+21.2
LAND
Mile 1042.4

T.18S. R.21E. 20

T.18S. R.21E. 29

T.18S. R.21E. 19

1042

1043

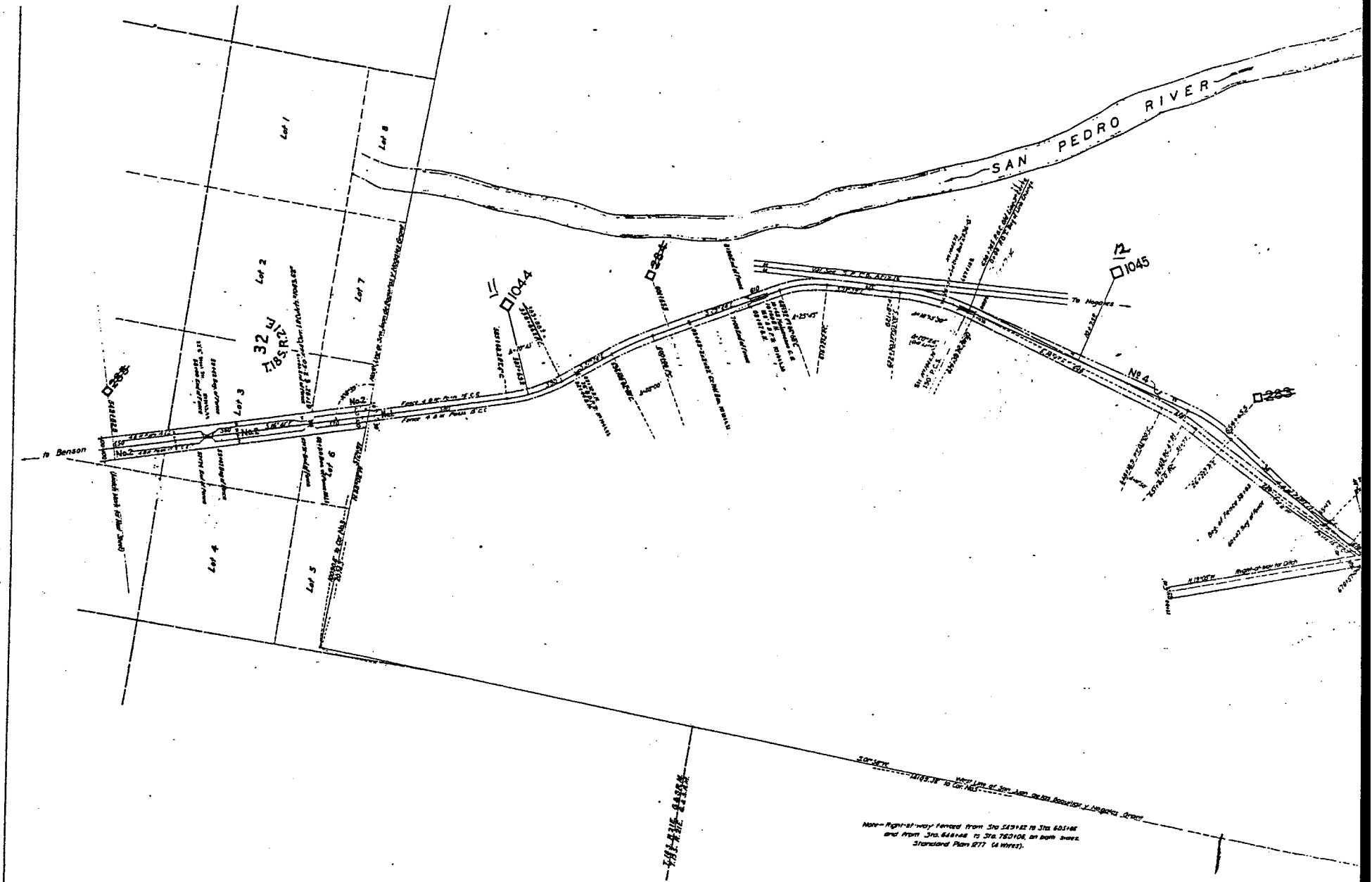
No. 1

No. 350 to Benson Jct.

3 to Sta 549+82.3

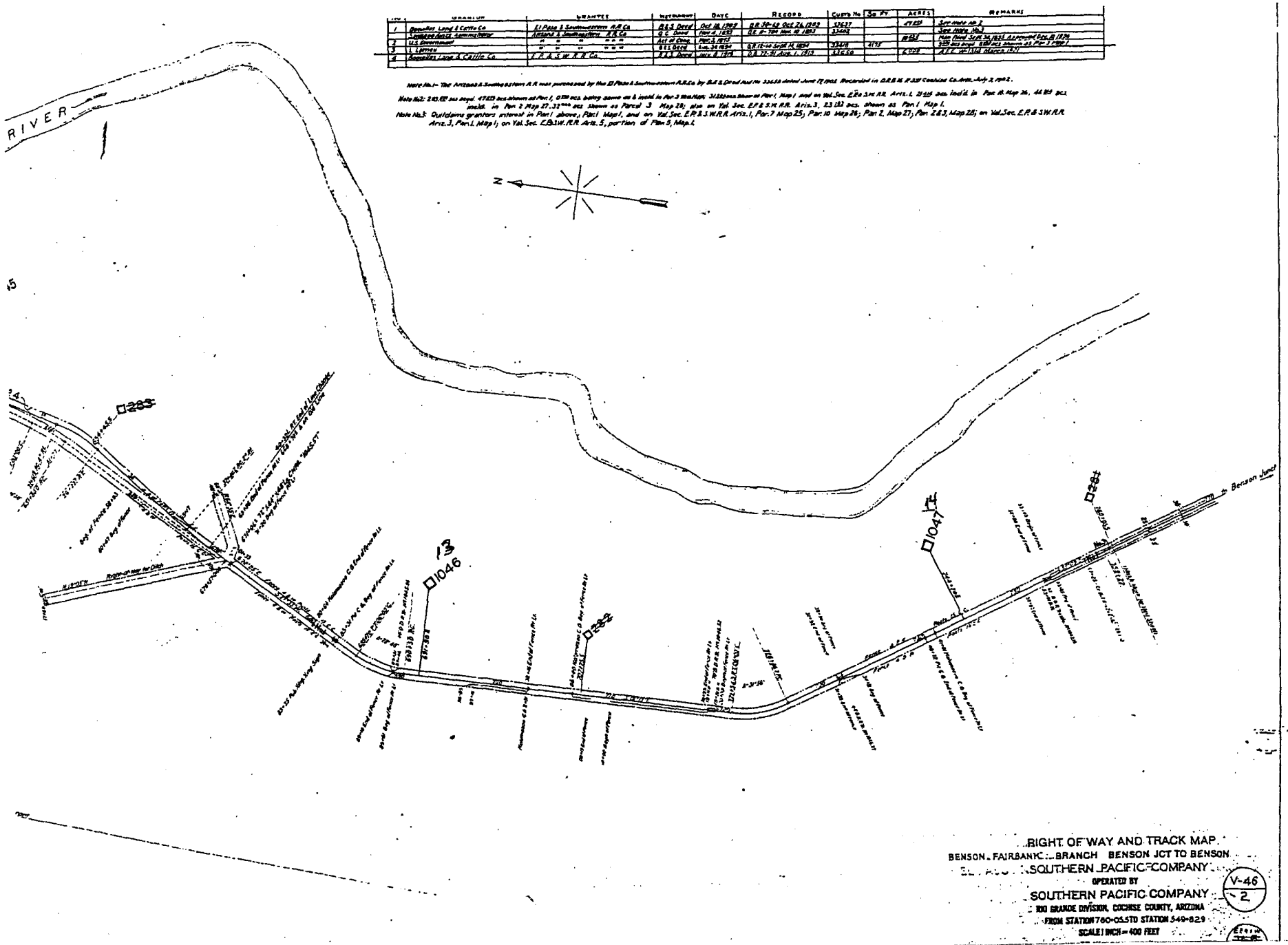
RIGHT OF WAY AND TRACK MAP
BENSON FAIRBANK BRANCH BENSON JCT TO BENSON
SOUTHERN PACIFIC COMPANY
OPERATED BY
SOUTHERN PACIFIC COMPANY
RIO GRANDE DIVISION, COCHISE COUNTY, ARIZONA
FROM STATION 549+82.3 TO STATION 338+61.3
SCALE 1 INCH = 400 FEET

V-46
3


SAN PEDRO RIVER
T.18S. R.12E.
32
Lot 1
Lot 2
Lot 3
Lot 4
Lot 5
Lot 6
Lot 7
Lot 8
1044
1045
283
284
285
No.2
No.4
To Negales
To Benson
Note—Right-of-way Fenced from Sta 523+82 to Sta 605+68
and from Sta 648+48 to Sta 762+08, on both sides.
Standard Plan 877 (4 Wires).

61521
2

V 46
2



Line	Grantor	Grantee	Instrument	Date	Record	Curr's No	Sq. Ft.	Acres	Remarks
1	Benedict Land & Cattle Co.	El Paso & Southwestern R.R. Co.	R & S Deed	Oct. 18, 1902	R.R. 30-42 Oct. 24, 1902	12627		47.239	See Note No. 2
2	Lombard Hoyt & Jeremy Miller	Richard S. Southworth Jr. R.R. Co.	Q. C. Deed	Nov. 4, 1903	R.R. 8-194 Nov. 18, 1903	33405			See Note No. 1
3	U.S. Government	" " " "	Act of Cong.	Jan. 5, 1872				8.83	Less Deed to E.P. & S.W.R.R.Co. Recorded Dec. 8, 1896
4	J. Lemos	" " " "	Will Deed	Jan. 24, 1894	R.R. 16-14 Probate 14, 1894	33478	4713		1.109 Acs. Deed E.P.& S.W.R.R. Co. Recorded Dec. 8, 1896 Shown as Par. 2 Map 1
5	Benedict Land & Cattle Co.	E.P. & S.W. R.R. Co.	R & S Deed	Mar. 8, 1904	R.R. 72-51 Aug. 1, 1913	43650		4.0018	4.002 Ac. in Old Channel Shown as Par. 1 Map 1
6									A.F.C. of Title March 1921

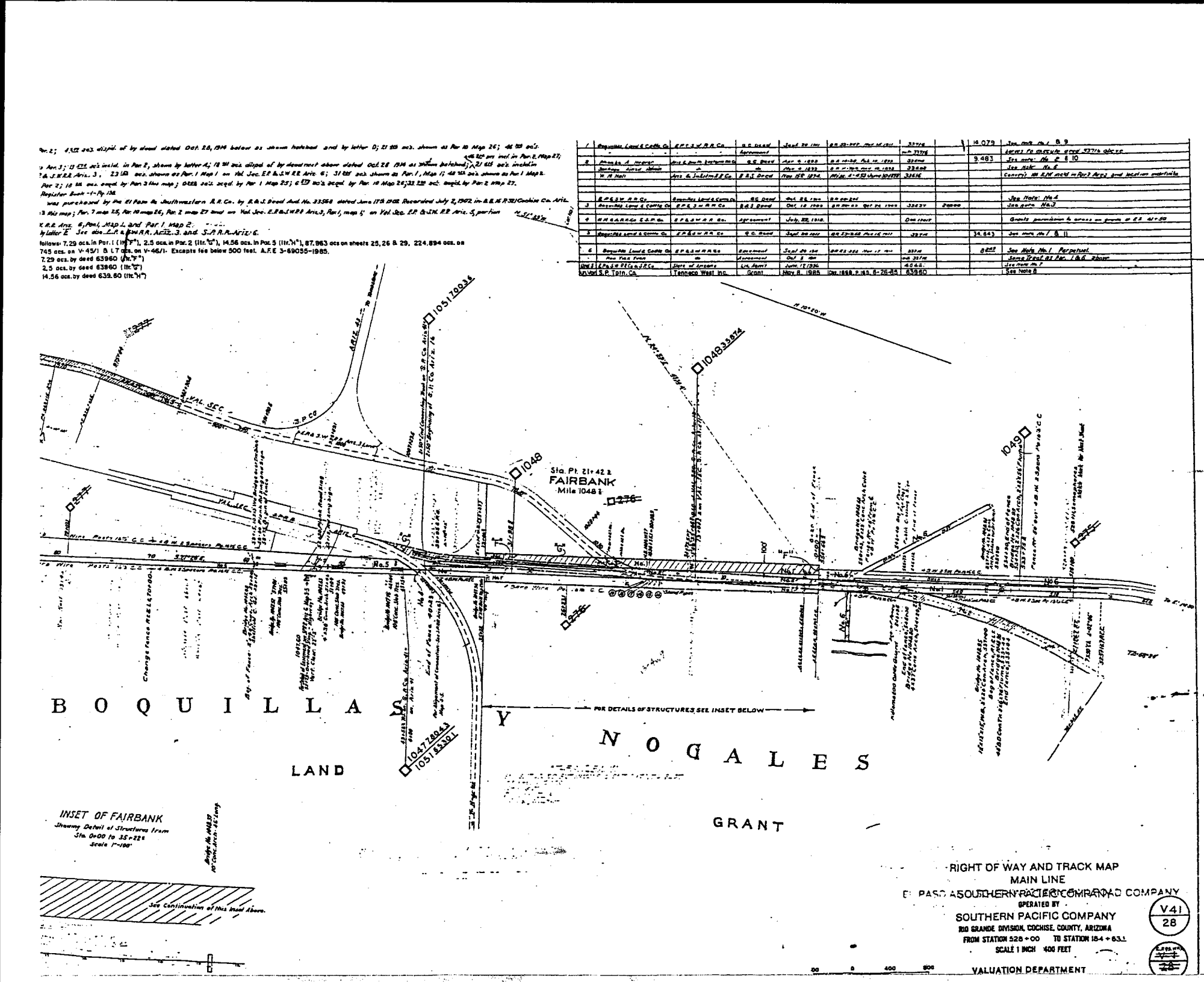
Note No.1— The Arizona & Southern R.R. was purchased by the El Paso & Southwestern R.R. Co. by Bill of Sale Deed dated June 17, 1903. Recorded in D.R.B. M. P. 339 Cochise Co. Ariz. July 2, 1903.

Note No.2: 240.127 acs. deed. 47.835 acs shown as Par. 1, 0.139 acs. being same as is sold in Par. 3 Map 1. 31.288 acs. shown as Par. 1 Map 1 and on Val. Sec. E.P. & S.W. R.R. Ariz. 1, 21.455 acs. incl'd. in Par. 18 Map 26, 44.858 acs. incl'd. in Par. 2 Map 27, 31.000 acs. shown as Parcel 3 Map 28; also on Val. Sec. E.P. & S.W. R.R. Ariz. 3, 13.183 acs. shown as Par. 1 Map 1.

Note No.3: Quitclaims grantors interest in Par. 1 above; Par. 1 Map 1, and on Val. Sec. E.P. & S.W.R.R. Ariz. 1, Par. 7 Map 25; Par. 10 Map 26; Par. 2, Map 27; Par. 2 & 3, Map 28; on Val. Sec. E.P. & S.W.R.R. Ariz. 3, Par. 1, Map 1; on Val. Sec. E.P.S.W.R.R. Ariz. 5, portion of Par. 5, Map 1.

RIGHT OF WAY AND TRACK MAP.
BENSON - FAIRBANK - BRANCH BENSON JCT TO BENSON
SOUTHERN PACIFIC COMPANY
OPERATED BY
SOUTHERN PACIFIC COMPANY
RIO GRANDE DIVISION, COCHISE COUNTY, ARIZONA
FROM STATION 760-05.5 TO STATION 549-82.9
SCALE 1 INCH = 400 FEET

V-46
-2


B O Q U I L L A S Y N O G A L E S
LAND
GRANT
FAIRBANK
Mile 1048 ±
Sta. Pt. 21+42 ±
FOR DETAILS OF STRUCTURES SEE INSET BELOW
INSET OF FAIRBANK
Showing Detail of Structures from Sta. 0+00 to 35+22±
Scale 1"=100'
See Continuation of this Inset Above.
RIGHT OF WAY AND TRACK MAP
MAIN LINE
EL PASO & SOUTHWESTERN COMPANY
OPERATED BY
SOUTHERN PACIFIC COMPANY
RIO GRANDE DIVISION, COCHISE, COUNTY, ARIZONA
FROM STATION 528+00 TO STATION 184+63.1
SCALE 1 INCH 400 FEET
VALUATION DEPARTMENT
V41
28

BOQUILLAS
LAND
1051
1050
RIVER
SAN PEDRO
SAN JUAN
PRIVATE
N

Note No. 1: [illegible] acs. acq'd. [illegible] acs. shown as Par 1; [illegible] acs. shown as Par. 3; [illegible] acs. shown as Par. 4; [illegible] ac. shown as Par. 5; [illegible] acs. shown as Par. 6; [illegible] ac. incl'd. in Par. 2 shown by letter "A"; [illegible] acs. shown as Par's 5 & 11 map 26; [illegible] acs. shown as Par's 1-5 & 6 map 28; [illegible] acs. shown as Par. 1 map 29.

Note No. 2: [illegible] acs. acq'd.; [illegible] acs. shown as Par 2; [illegible] acs. disp'd. of by Deed dated Oct. 28th 1914 below as shown hatch and by letters B&C; [illegible] acs. shown as Par. 10 Map 26; [illegible] acs. shown as Par. 2 Map 28.

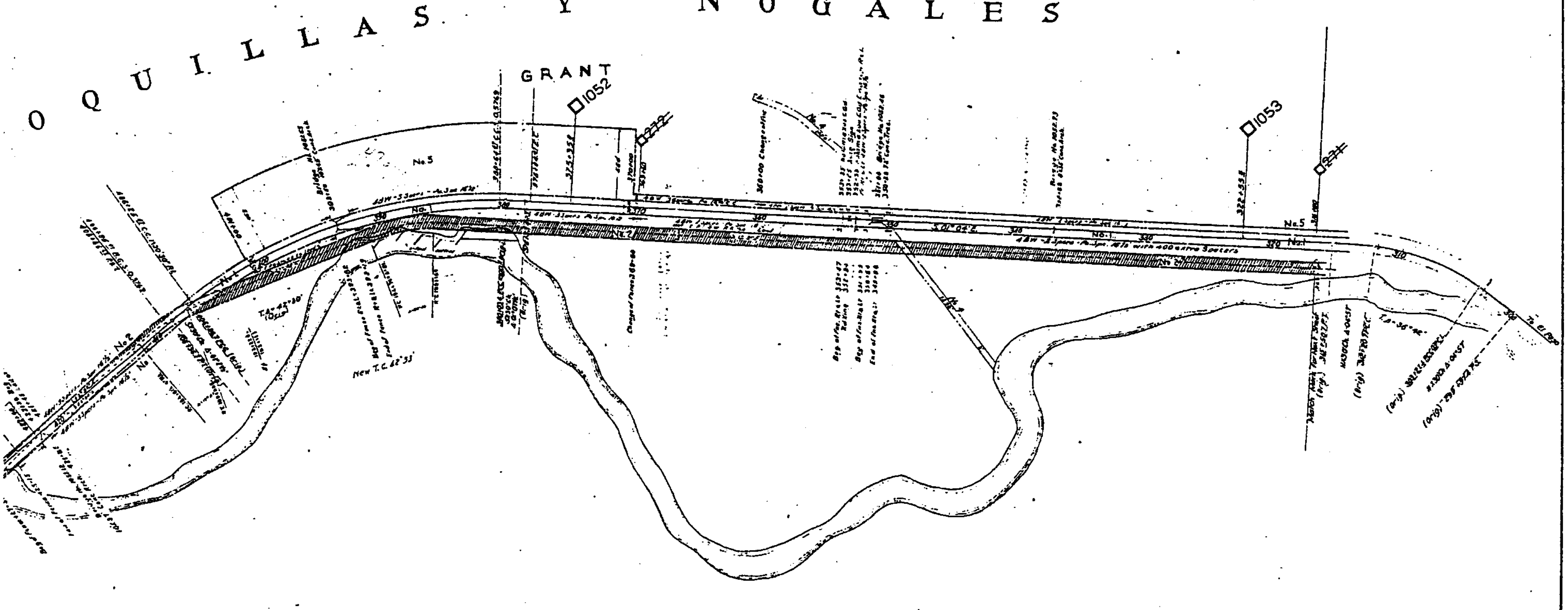
Note No. 3: [illegible] acs. acq'd. [illegible] acs. being same as and incl'd. in Par. 2 this map; [illegible] acs. incl'd. in Par. 10 map 26; [illegible] acs. shown as Par. 3 map 28; and on Val. Sec. E.P. & S.W.R.R. Ariz. 3, [illegible] acs. shown as Par. [illegible] map 1; on Val. Sec. E.P. & S.W. R.R. 6 [illegible] acs. shown as Par. 1, map 1, and [illegible] acs. shown as Par. 1, map 2.

Note No. 4: [illegible] acs. disposed of [illegible] acs. acquired by Par. 2 this map; [illegible] acs. acq'd. by Par. 1 map 25; [illegible] acs. acq'd. by Par. 10 on map 26; [illegible] acs. acq'd. by Par. 2 & 3 map 28. No deed in Co's Files. See Land Title Register, Book 1, Pg. [illegible]

Note No. 5: The Arizona & South Eastern R.R. Co. was purchased by the E.P. & S.W. R.R. Co. by B&S deed [illegible] dated June 17 [illegible]. Recorded July 2 [illegible] in D.B. 14 pages [illegible] records of Cochise County Arizona.

Note No. 6: Quit claims Grantor's interest in Par. 2 this map; Par. 1 map 25; Par. 10 map 26; Par. 2 & 3 map 28; and on Val. Sec. E.P. & S.W. R.R. Ariz. 3 Par. 1 map 1; on Val. Sec. E.P. & S.W.R.R. Ariz. 5 portion of Par. 5 map 1, on Val. Sec. E.P. & S.W. R.R. Ariz. 6, Par. 1 map 1 and Par. 1 map 2.

No.	Grantor	Grantee	Instrument	Date	Record		Cust. No.	Area Sq. Ft.	Area Acres	Remarks
1	Boquillas Land & Cattle Co.	E.P. & S.W. R.R. Co.	Q.C. Deed	Sept. 20, 1911	D.R. 33-252	Nov. 13 1911	33716		37.[illegible]	See note No. 1
			Agreement				[illegible] 33716			Agrees to execute [illegible] 33716 [illegible]
2	Phoebe A. Hearst	Ariz. & South Eastern R.R. Co.	Q.C. Deed	Apr. 4, 1893	D.R. 10-38	Feb. [illegible] 1893	38600		12.[illegible]	See Note No. 2
	Santiago Ainsa, Admr.	do	do	Nov. 4, 1893	D.R. [illegible]	[illegible] 1893	33602			See Note No. 6
	Boquillas Land & Cattle Co.	E.P. & S.W. R.R. Co.	B & S deed	Oct. 18, 1909	D.R. 30-63	Oct. 26 1909	33637			See Note No. 3
	E.P. & S.W. R.R. Co.	Boquillas Land & Cattle Co.	Q.C.	Oct. 26, 1910	D.R. [illegible]					See Note No. 4
3	Boquillas Land & Cattle Co.	E.P. & S.W. R.R. Co.	Easement	Sept. 20 1911	D.R. 33-252	Nov. 13 1911	33716		2.[illegible]	See Note No. 1 Perpetual
4	do	do	do	do	do	do	33716		3.[illegible]	do do
5	do	do	do	do	do	do	33716		47.[illegible]	do do
6	do	do	do	do	do	do	33716		14.[illegible]	do do

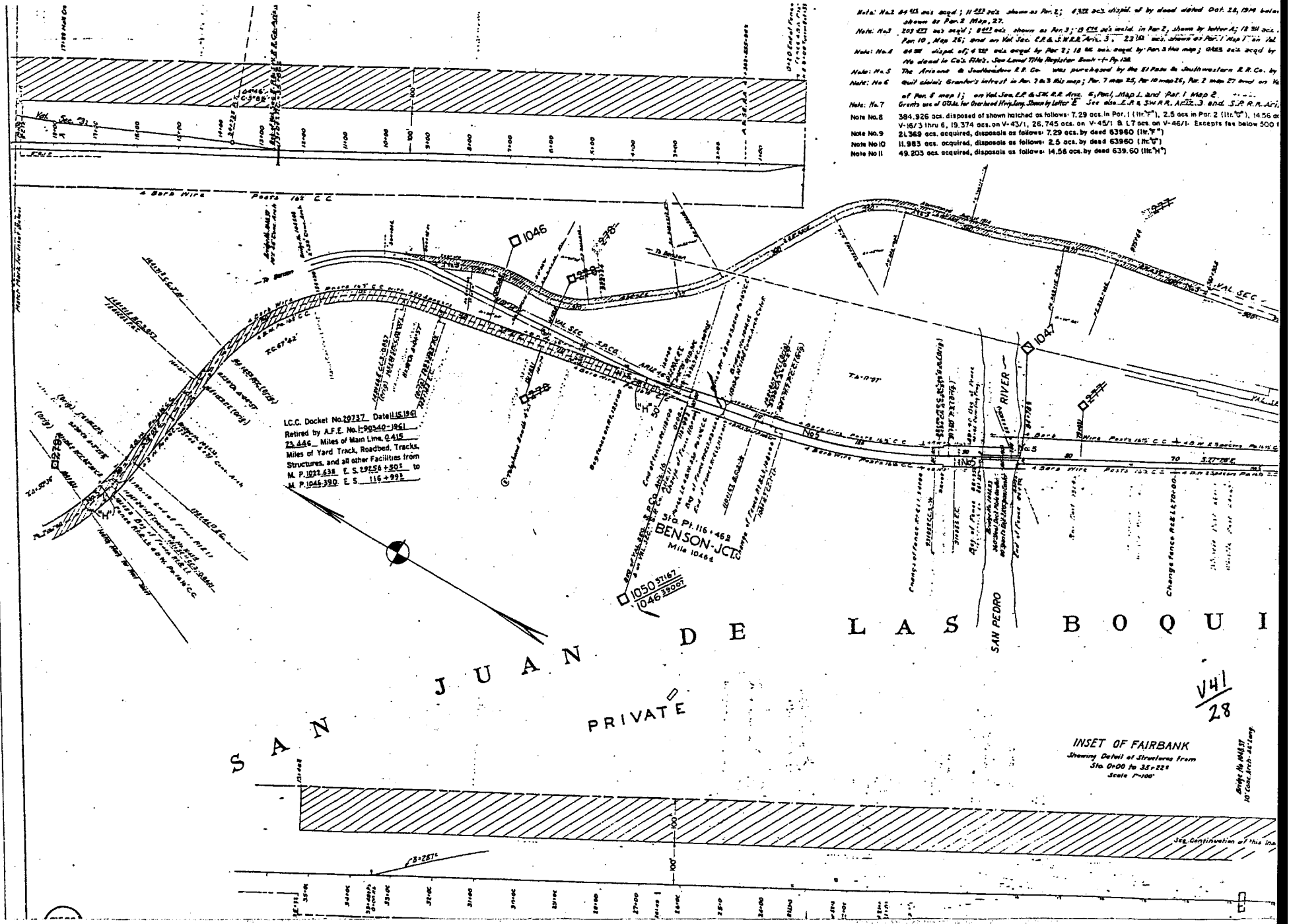


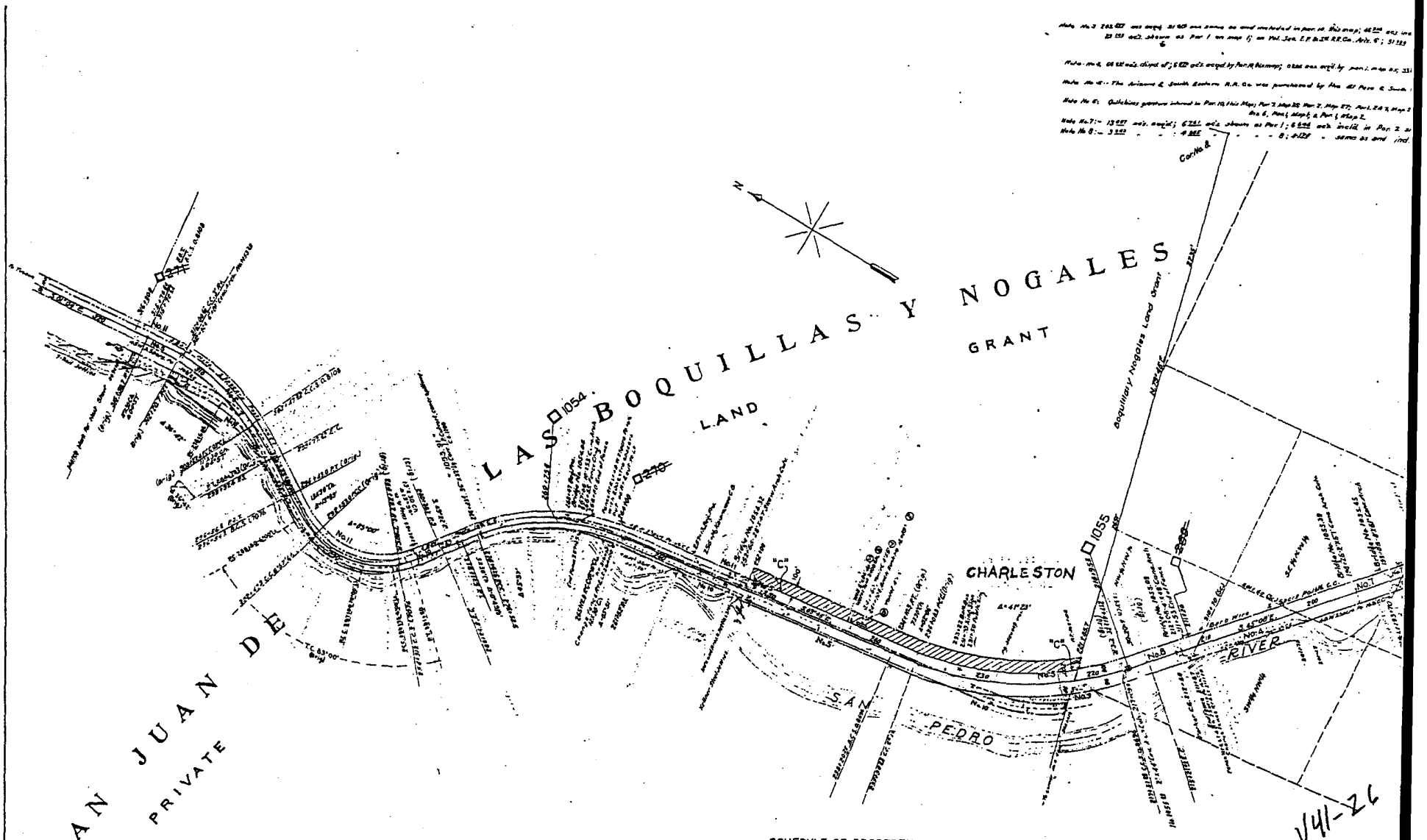
RIGHT OF WAY AND TRACK MAP
MAIN LINE
E. PASO & SOUTHERN PACIFIC COMPANY COMPANY
OPERATED BY
SOUTHERN PACIFIC COMPANY
RIO GRANDE DIVISION, COCHISE, COUNTY, ARIZONA
FROM STATION 316 + 50 TO STATION 529 + 00
SCALE 1 INCH 400 FEET

400 0 400 800

V 41 / 27

VALUATION DEPARTMENT
SAN FRANCISCO, CALIFORNIA


Note: No.2 84.165 acs. acqd ; 11.223 acs. shown as Par. 2 ; 4.932 acs. disposed of by deed dated Oct. 28, 1914 being shown as Par. 2 Map, 27.
Note: No.3 289.427 acs. acqd ; 8.887 acs. shown as Par. 3 ; 18.272 acs. sold in Par. 2, shown by letter A ; 18.311 acs. Par. 10 , Map 26; and as Val. Sec. E.P. & S.W.R.R. Acts. 3 , 23.180 acs. shown as Par. 1 Map 1 in Vol.
Note: No.4 64.188 disposed of; 4.120 acs. acqd by Par. 2 ; 18.116 acs. acqd by Par. 3 this map ; 0.625 acs. acqd by Ne deed in Co's Files. See Land Title Register Book 1 Pg. 138.
Note: No.5 The Arizona & Southeastern R.R. Co. was purchased by the El Paso & Southwestern R.R. Co. by
Note: No.6 quit claim; Grantor's interest in Par. 2 & 3 this map ; Par. 7 map 25, Par. 10 map 26, Par. 2 map 27 and as Va of Par. 8 map 1 ; as Val. Sec. E.P. & S.W. R.R. Acts. 6, Par. 1, Map 1, and Par. 1 Map 2.
Note: No.7 Grants are of ODAs for Overhead Hwy-Ing. Zones by Letter "E" See also E.P. & S.W.R.R. Act 12..3 and S.P.R.R. Act.
Note No.8 384.926 acs. disposed of shown hatched as follows: 7.29 acs. in Par. 1 (Ltr."F"), 2.5 acs. in Par. 2 (Ltr."G"), 14.56 ac V-16/3 thru 6, 19.374 acs. on V-43/1, 26.745 acs. on V-45/1 & 1.7 acs. on V-46/1. Excepts fee below 500 f
Note No.9 21.369 acs. acquired, disposals as follows: 7.29 acs. by deed 63960 (Ltr."F")
Note No.10 11.983 acs. acquired, disposals as follows: 2.5 acs. by deed 63960 (Ltr."G")
Note No.11 49.203 acs. acquired, disposals as follows: 14.56 acs. by deed 639.60 (Ltr."H")
1046
1047
L.C.C. Docket No. 20737 Dated 11-6-1961
Retired by A.F.E. No. I-90340-1961
73.446 Miles of Main Line, 0.415
Miles of Yard Track, Roadbed, Tracks, Structures, and all other Facilities from
M. P. 1022.638 E. S. 292.56+50± to
M. P. 1046.390 E. S. 116+99±
Sta. Pl. 116+46.8
BENSON-JCT.
Mile 1046.6
1050 51.67
1046 390.07
SAN PEDRO RIVER
SAN JUAN DE LAS BOQUI
PRIVATE
INSET OF FAIRBANK
Showing Detail of Structures from Sta. 0+00 to 35+22±
Scale 1"=100'
V41/28



V41-26

SCHEDULE OF PROPERTY

Nº	LTR.	GRANTOR	GRANTEE	INST.	DATE	RECORD	CUST. Nº	AREA SQ. FT.	AREA ACRES	A.F.E.	REMARKS
Un. 5	C	S. P. Tpts. Co.	Tennaco West Inc	Grant	May 8, 1985	Okt. 1868, P 165, June 26, 1985	63960			3-69055-1985	384.926 acs. disposed of shown hatched as follows: 7.0 acs. in Por. 5 (1st. "C" acs. on V-43/1, 25.745 acs. on V-45/1 & 1.7 acs. on V-46/1. Excepts for

61500
26

... acs. shown as ... on map ..., ... acs. shown as Par. ... on map 4.

... dispd. of; 6.821 ac's acqd by Par. 10 this map; ... acqd by par. 1 map 25; ... acqd by par. 2 map 27; ... ac's acqd by Par. 2&3 map 28. No deed in Co's files. See Land Title Register, Book I, p. ...

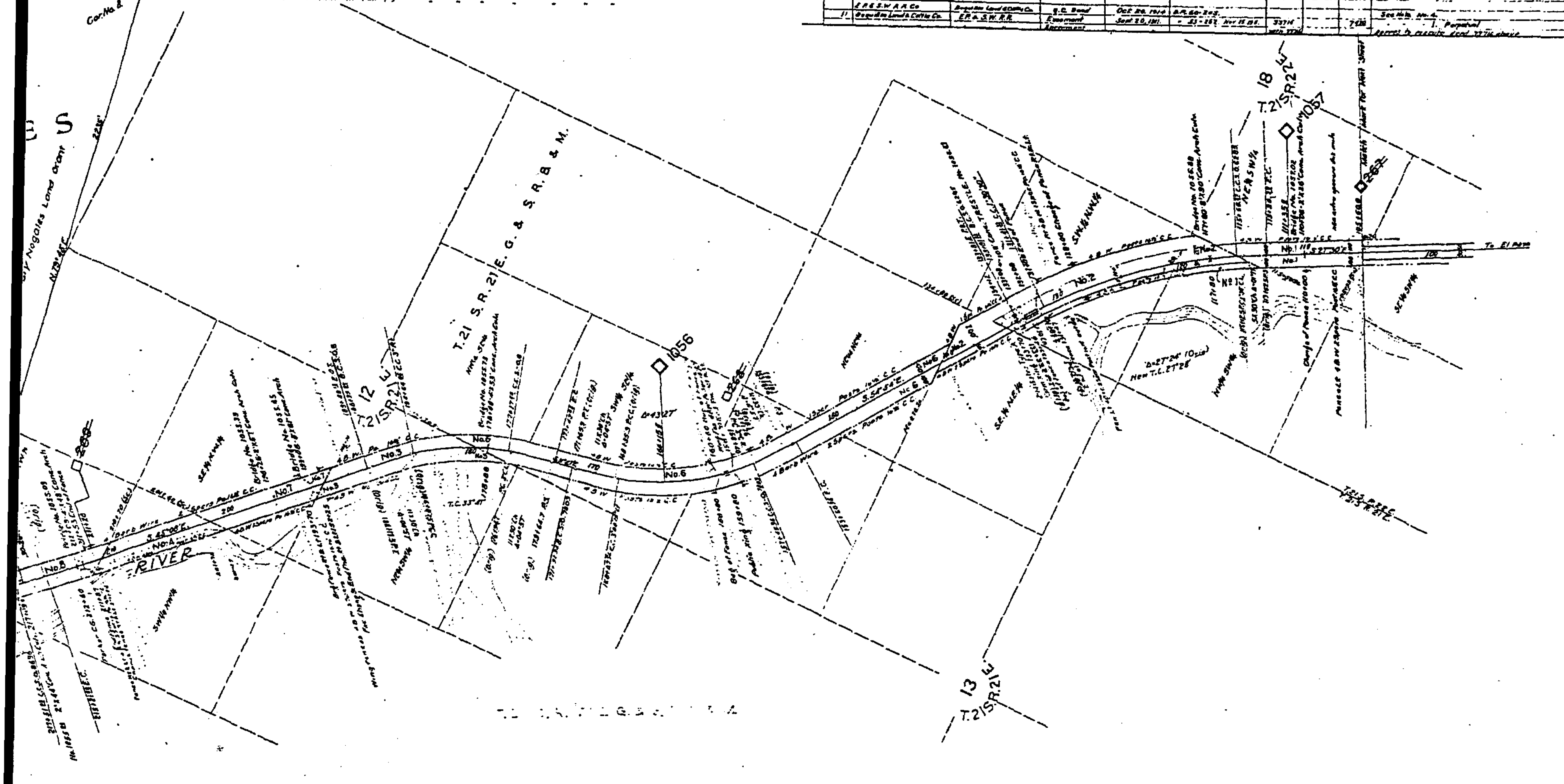
Arizona & South Eastern R.R. Co. was purchased by the El Paso & South western R.R. Co. by ... deed ... No. 33860 dated June 17 1903. Recorded July ... in ... of Deeds, Records of Cochise County Ariz.

... grantors interest in Par. 10 this Map; Par. 2 Map 25; Par. 2 Map 27; Par. 1, 2 & 3 Map 28; and on Val. Sec. E.P.&S.W.R.R. – Ariz. 3, Par. 1 Map 1; on Val. Sec. E.P.&S.W.R.R. – Ariz. 5, portion of Par. 6 Map 1; on Val. Sec. E.P.&S.W.R.R. Ariz. 6, Par. 1 Map 1 & Par. 1 Map 2.

... ac's acq'd; 6.781 ac's shown as Par. 1; 6.646 ac's incl'd in Par. 2 shown by letter "E." Maps Filed Dec. 28–1911, Approved Dec. 6–1912.

... 4.895 ... 8; 4.178 ... same as and incl. in Par. 4 ...

No.	Grantor	Grantee	Instrument	Date	Record			Acres	Remarks
4	C.L. Cummings			... 30, 1911	D.R. 53 - 247 ...	[illegible]		4.178	4.98 ... acqd' ... shown as par. 4
5	Boquillas Land & Cattle Co.		Q.C.	Sept. 20, 1911	D.R. 53 - 251 ...	[illegible]		16.04	See note No. 1, 8, 9
6	United States Gov't.		Act of Congress	Mar. 3, 1875				17.298	
7									
8								4.895	Map filed Dec. 28–1911, Approved Dec. 6–1912
								4.895	See Note No. 8
9	C.L. Cummings		B.&S. Deed	Oct. 30, 1911	D.R. 53 - 247, Nov. ...	33715	[illegible]		4.178 ... acqd. ... shown as par. 4
10	Phoebe A. Hearst	Ariz. & South Eastern R.R. Co.	Q.C.	Apr. 4, 1893	D.R. 14 - 26 ...	[illegible]		14.652	See note No. 2
	Boquillas Land & Cattle Co.	E.P. & S.W. R.R. Co.	B.&S.	Oct. 14, 1903	D.R. [illegible]	[illegible]			... 8
	Santiago Ainsa, Adm.	Ariz. & S.E. R.R. Co.	Q.C.	Nov. 4, 1893	D.R. [illegible]	33682			... 6
	E.P. & S.W. R.R. Co.	Boquillas Land & Cattle Co.	Q.C. Deed	Oct. 26, 1914	D.R. 60 - 203				
11	Boquillas Land & Cattle Co.	E.P. & S.W. R.R.	Easement Agreement	Sept. 20, 1911	... 53 - 257, Nov. 15 1911	33716 with 33715		7.438	See Note No. 4. 1. Perpetual. Agreement to execute deed 33716 above



REMARKS

4.926 acs. disposed of shown hatched as follows: 7.0 acs. in Par. 5 (ltr. "C"), 105.213 acs. on sheets 25, 28 & 29, 224.894 acs. on V-16/3 thru. 6, 19.374 acs. on V-43/1, 26.745 acs. on V-45/1 & 1.7 acs. on V-46/1. Excepts fee below 500 feet.

400 0 400 800 feet

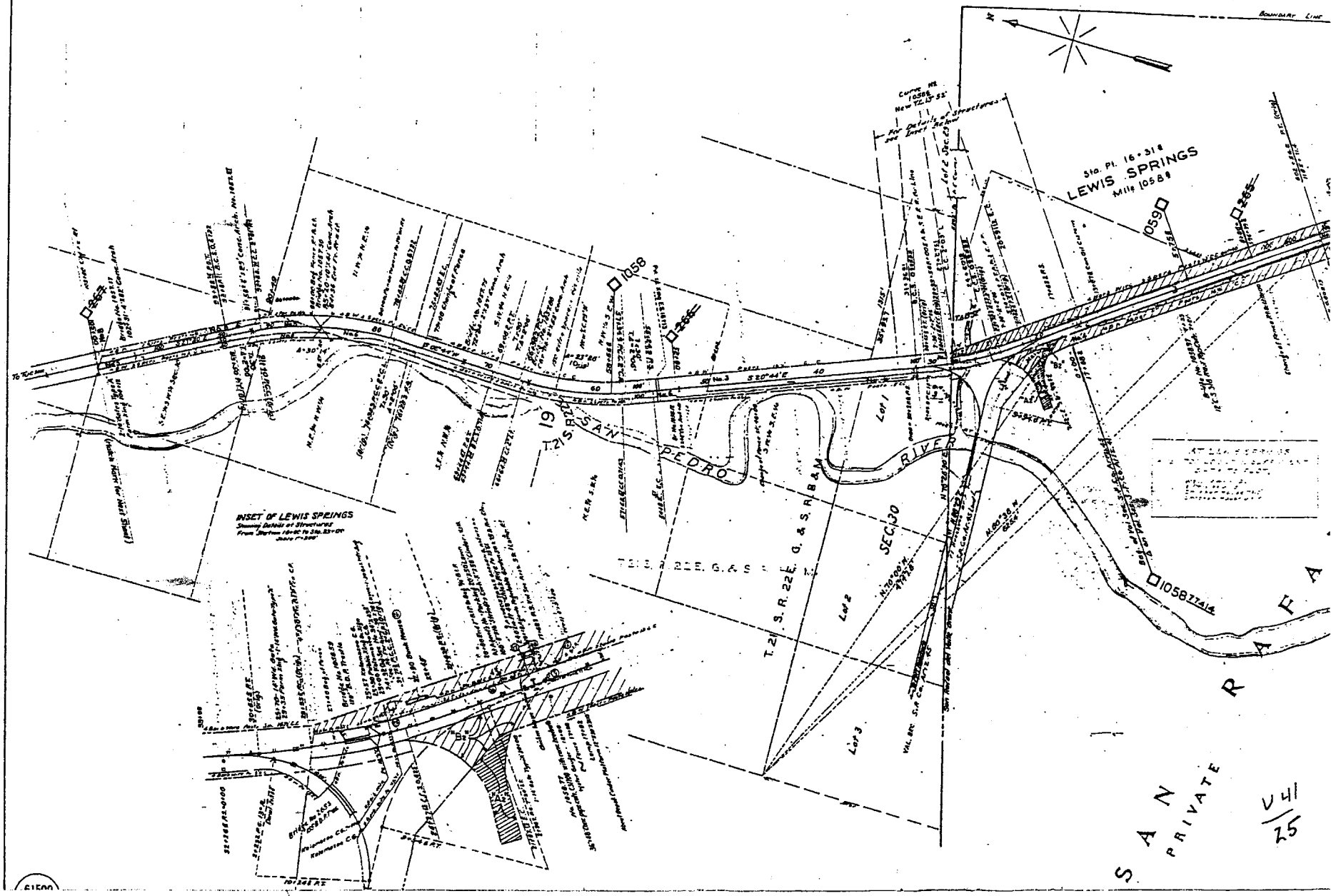
RIGHT-OF WAY AND TRACK MAP
MAIN LINE
EL PASO & SOUTHERN PACIFIC COMPANY
OPERATED BY
SOUTHERN PACIFIC COMPANY
RIO GRANDE DIVISION, COCHISE COUNTY, ARIZONA
FROM STATION 105 + 60 TO STATION 316 + 80
SCALE 1 INCH 400 FEET

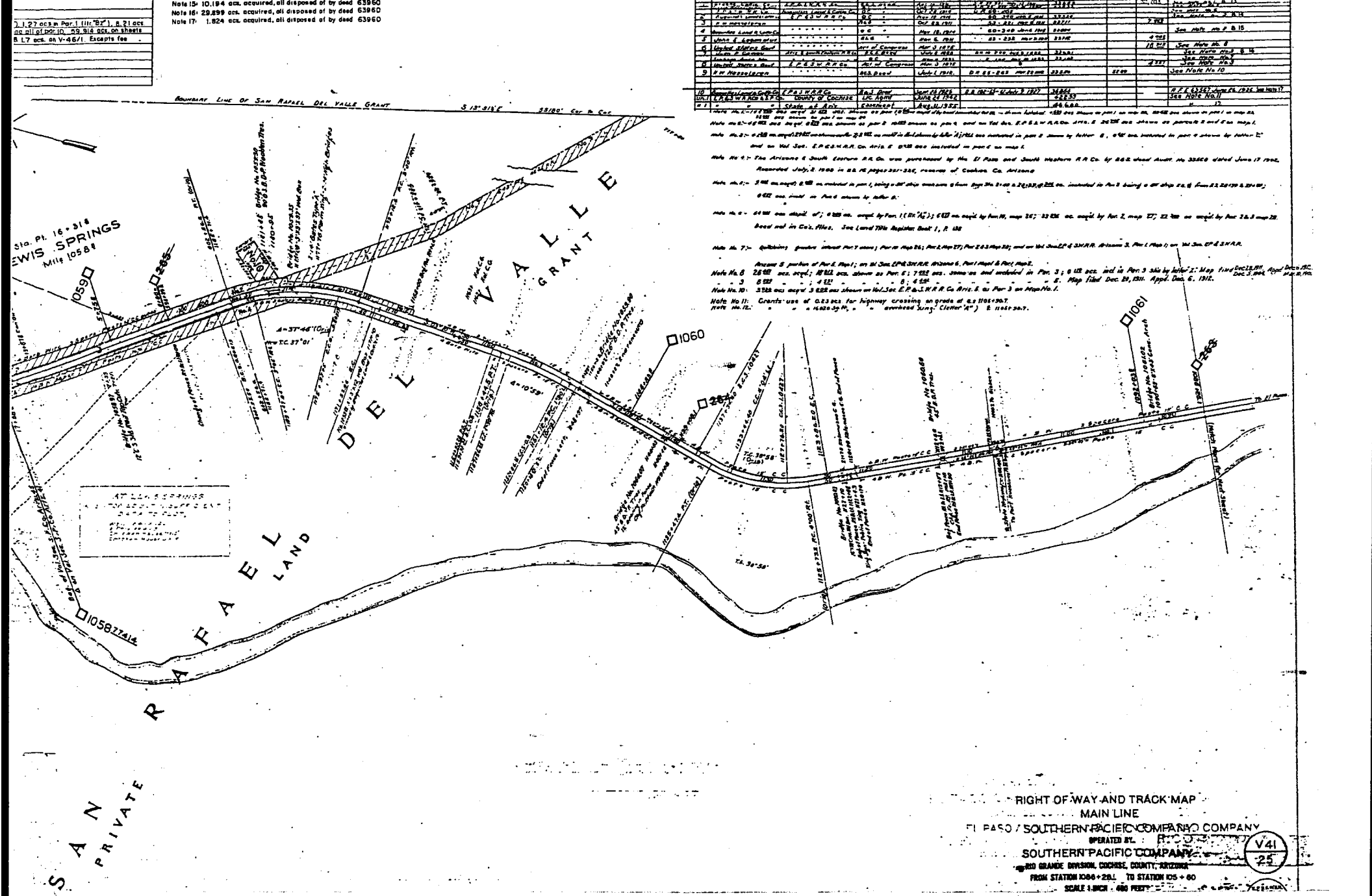
VALUATION DEPARTMENT
SAN FRANCISCO, CALIFORNIA

V41
26

Un S		S P Co.	Mr. Dewey L. Bezer et.ux.	Easement	Sept. 26, 1967		L 54 814				
un Ver.	B2	S. P. Tptn. Co.	Tennece West Inc.	Grant	May 8, 1985	Det. 8958, P 165, June 26, 1985	63960			3-69035-85	384.928 acs. disposed of shown hatched as follows: 0.902 acs. previously retired in Par. 1 (Itr."A2"), 1.27 acs in Par. 1 (Itr."B2"), 8.21 acs being all of Par 2, 10.194 acs being all of Par 4, 29.899 acs. being all of Par. 7, 1.824 acs. being all of par.10, 59.914 acs. on sheets 26,28 & 29, 224.894 acs. on V-16/3 thru 6, 19.374 acs. on V-43/1, 25.745 acs. on V-45/1 & 1.7 acs. on V-46/1. Excepts fee below 500 feet

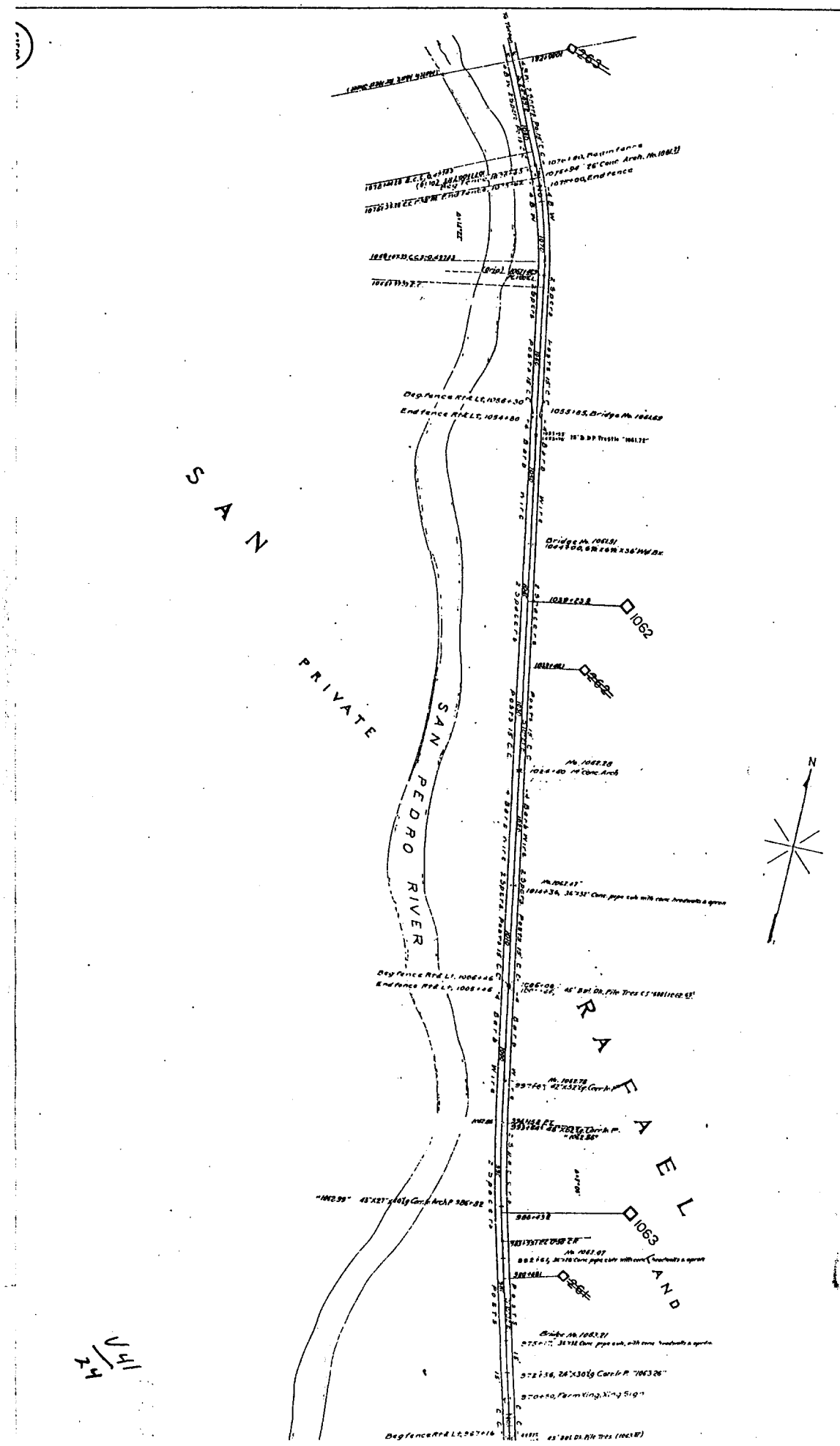
Note 15: 10.194 acs
Note 16: 29.899 acs.
Note 17: 1.824 acs.





RIGHT OF WAY AND TRACK MAP
MAIN LINE
EL PASO / SOUTHERN PACIFIC COMPANY
OPERATED BY EL PASO & SOUTHWESTERN COMPANY
SOUTHERN PACIFIC COMPANY
RIO GRANDE DIVISION, COCHISE COUNTY, ARIZONA
FROM STATION 1066+28.1 TO STATION 1051+60
SCALE 1 INCH = 400 FEET

V41
25


SAN PEDRO RIVER
SAN RAFAEL
PRIVATE
Beg Fence Rt & Lt, 1056+30
End fence Rt & Lt, 1054+80
1055+65, Bridge No. 1061.69
Bridge No. 1061.81
1064+00, 6 @ 6'6" x 36" MW Bx
1062
1063
1063.26
Beg Fence Rt & Lt, 967+16
N

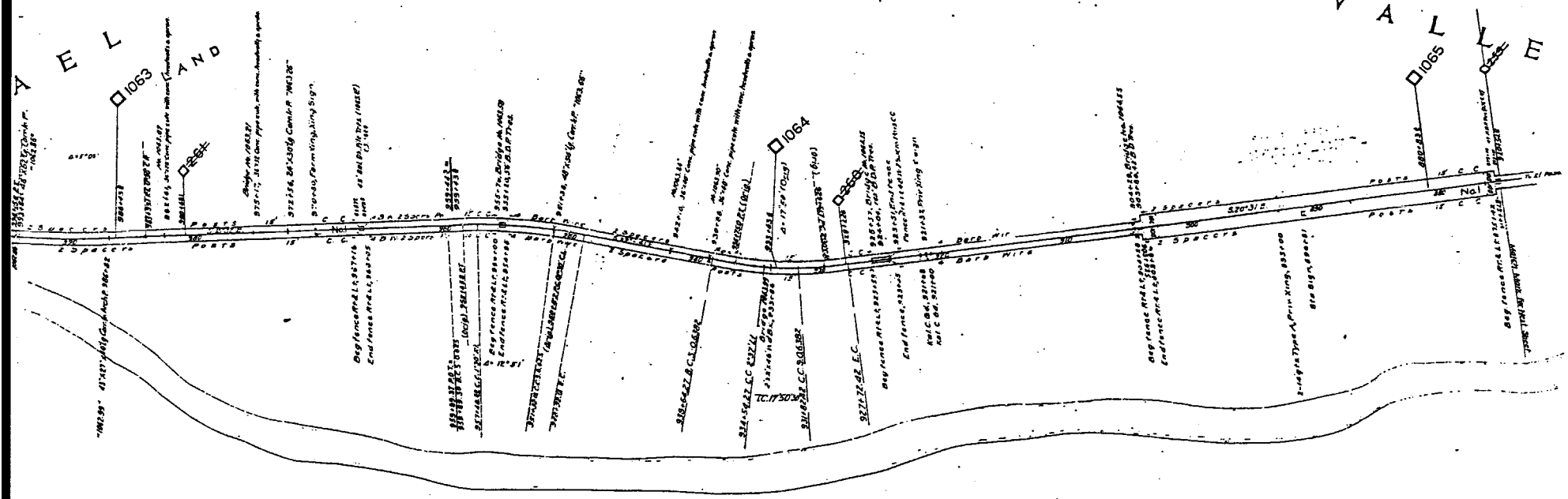
No.	Grantor	Grantee	Instrument	Date	Record	Cost to R/W	30 Ft.	Acres	Remarks
1	Greene Cattle Co.	E.P.&S.W.R.R. Co.	U.S. Deed	April 15, 1911	DR 32-351 May 15 1911	33640		55.00	See Note No. 1

Note No. 1- 145.00 acs. acq'd, 4.63 acs. shown as Par. 1 on map 22, 52.00 acs. shown as Par. 1 on map 23, 32.00 acs. shown as Par. 1 on map 25.

D E L

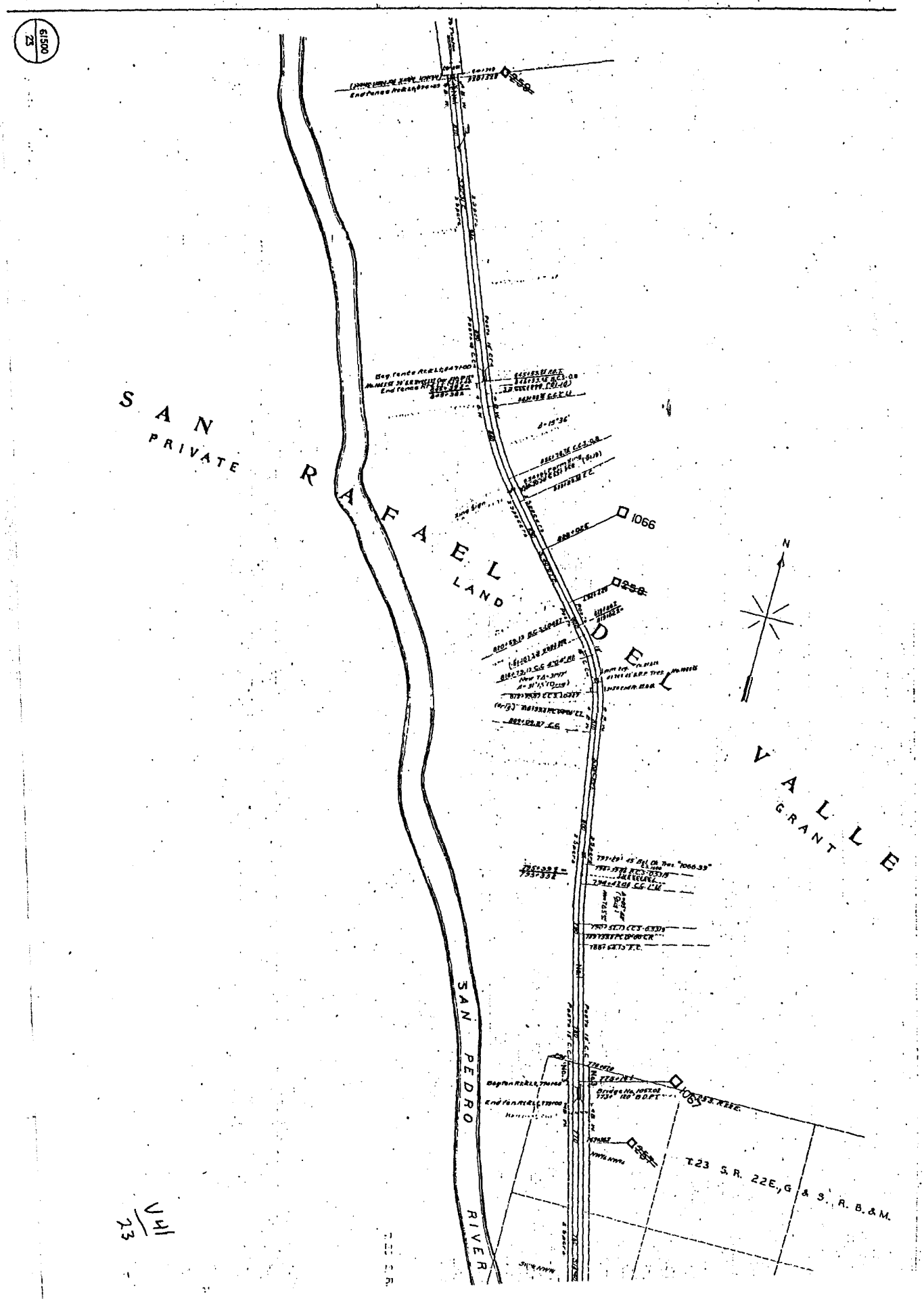
G R A N T

V A L L E Y



RIGHT OF WAY AND TRACK MAP
MAIN LINE
EL PASO & SOUTHERN PACIFIC COMPANY
OPERATED BY
SOUTHERN PACIFIC COMPANY
RIO GRANDE DIVISION, COCHISE COUNTY, ARIZONA
FROM STATION 875+07.5 TO STATION 1066+28.1
SCALE 1 INCH = 400 FEET

V41
24


61500
23
SAN RAFAEL LAND
PRIVATE
DEL VALLE
GRANT
SAN PEDRO RIVER
1066
1065
T.23 S. R. 22E., G & S., R. B. & M.
N
VH
23

SCHEDULE OF PROPERTY

NO.	GRANTOR	GRANTEE	INSTRUMENT	DATE	RECORD	CUST'D. NO.	AREA SQ. FT.	AREA ACRES	REMARKS
1	Greene Cattle Co.	C.P.& S.W.R.R. Co.	B.& S. Deed	Apr 19,1911	D.R.52-351 May 13,1911	53640		52.11	See Note No.1
2	United States Govt.	C.P.& S.W.R.R. Co.	Act of Congress	Mar 3 1875				2.75 18.08	[illegible] Par was allowed in Basis Valuation also accp'd by Doc 16-P25 Ariz. See Note No.2.
Und 2	Boquillas Land & Cattle Co.	C.P.& S.W.R.R.Co.	Lease	Oct 31 1923		Doc 16123			Document supercedes Par 2 which was allowed in Basis Valuation

Note No 1- 14.5 acs. acq'd, 4.533 acs. shown as Par.1 on map 22, 5.566 acs. shown as Par.1 on map 24, 32.611 acs. shown as Par.1 on map 25.
Note No 2- 2.566 acs. acq'd, 12.665 acs. shown as Par.5, 12.665 acs. incl. in Par.1 above, being a 50 ft. strip c.s.& from Sta. 721+96 to Sta. 776+87. Map filed Dec.5,1904. Approved Mar 10,1905.

T.23 S. R. 22E., G. & S. R. B. & M.

T.23 S.R.22E.

T.23 S.R.22E.

T.23 S.R.22E.

1067

1068

1069

D55E

D55E

D55E

D55S

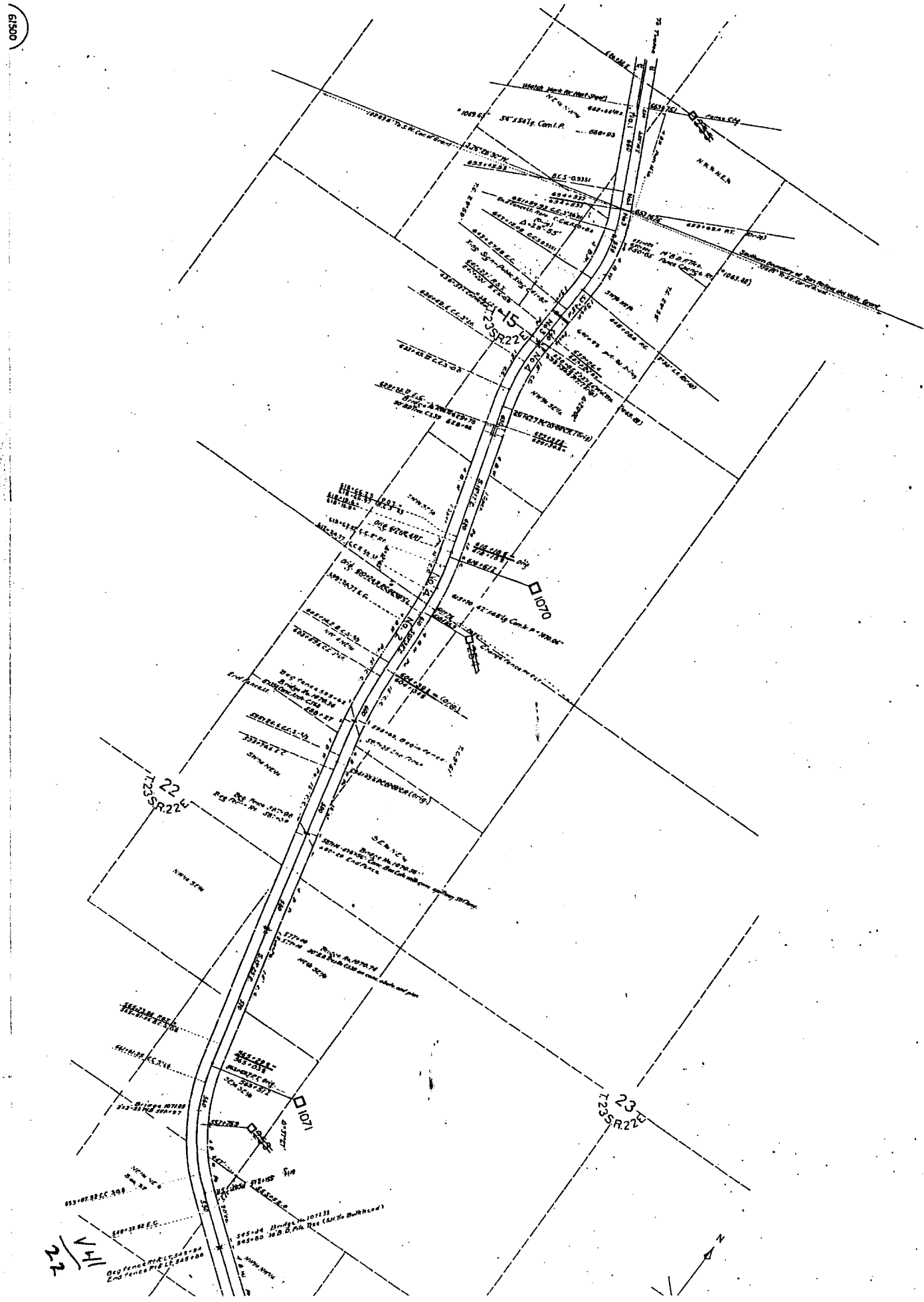
AN PEDRO RIVER

T.23 S. R. 22E. G. & S. R. B. & M.

Arroyo Alamito GRID BEAM
STA. PT. 665+30.2
HEREFORD
Mills 10694

RIGHT OF WAY AND TRACK MAP
MAIN LINE
EL PASO & SOUTHERN PACIFIC COMPANY
OPERATED BY
SOUTHERN PACIFIC COMPANY
RIO GRANDE DIVISION, COCHISE COUNTY, ARIZONA

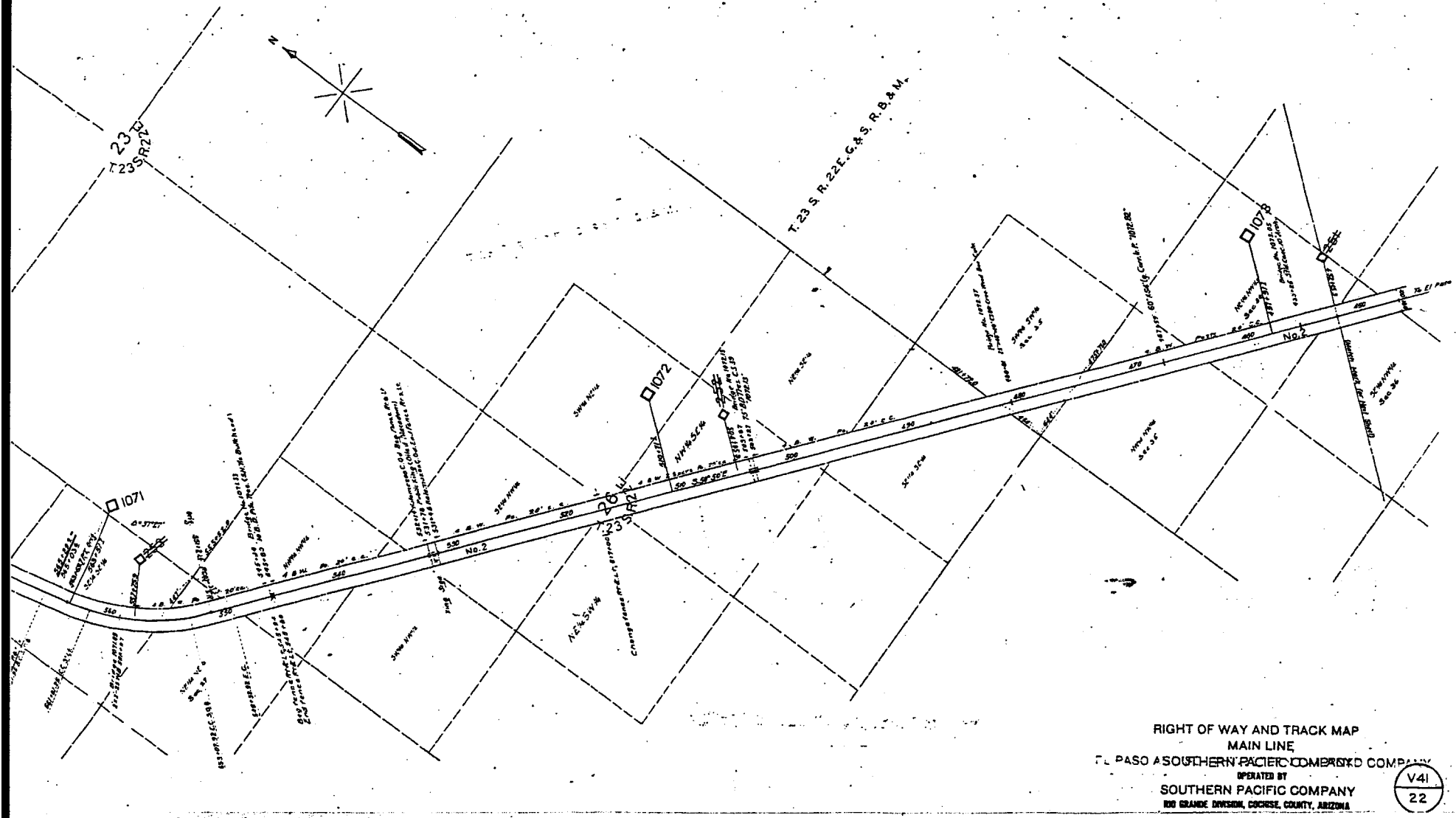
V 41
23


61500
T23S R22E
T23S R22E
T23S R22E
1070
1071
N
VH
22

SCHEDULE OF PROPERTY

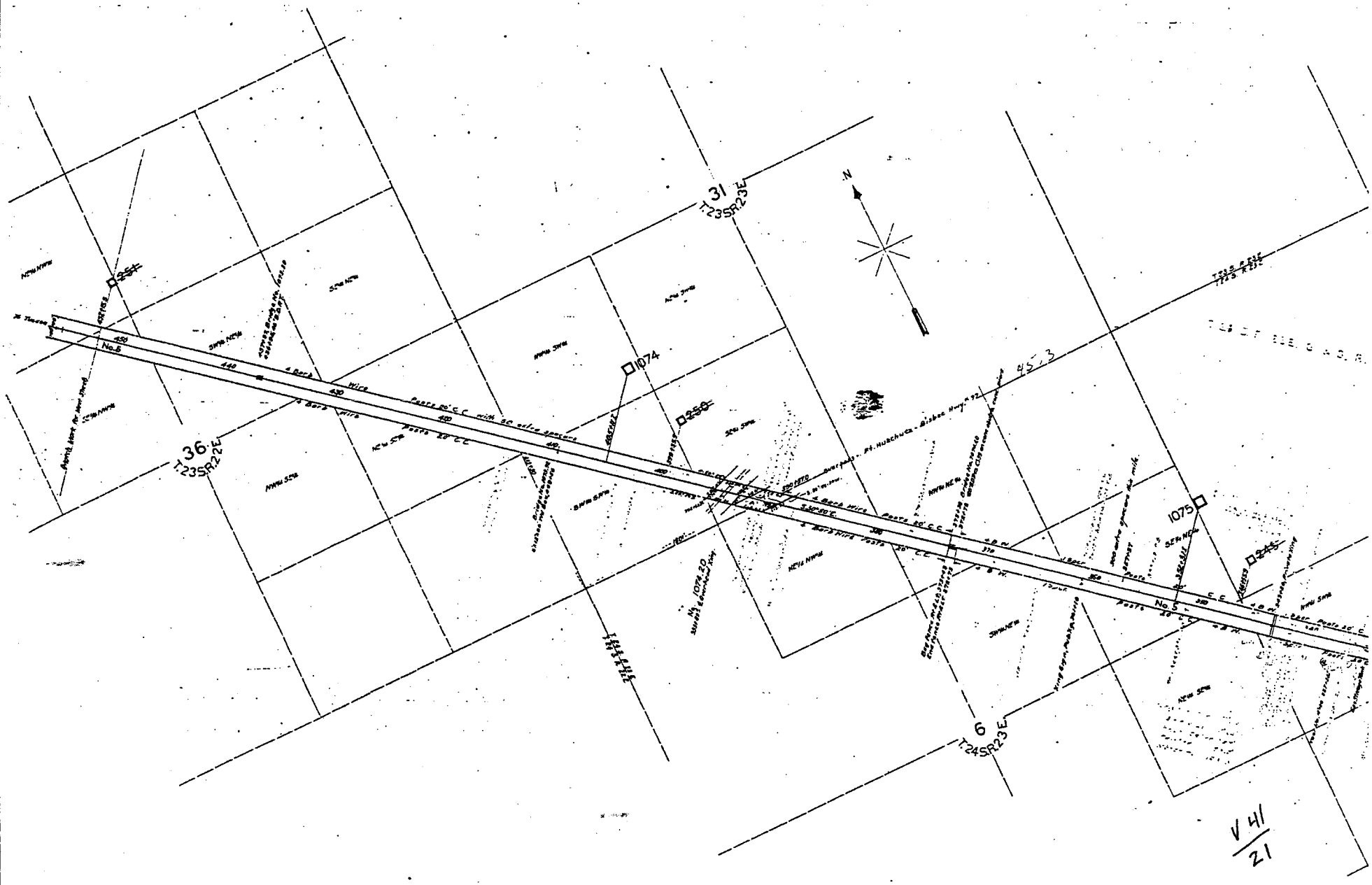
NO.	GRANTOR	GRANTEE	INSTRUMENT	DATE	RECORD	CUST'D NO.	AREA SQ. FT.	AREA ACRES	REMARKS
1	Oregon Gaelic Co.	E.P.& S.W.R.R. Co.	D.B.S. Deed	Apr. 13, 1911	DR 52-351 May 13, 1911	33640		4.42	See Note No. 1
2	United States Govt.	" " "	Act of Congress	Mar. 3, 1875				73.18	" " " 2
3	John L. Hunter	" " "	D.B.S. Deed	Feb. 9, 1904	DR 23-327 Mar. 9, 1904	33600		6.93	
4								19.87	
No. 1	S.P.Co.	A.N. Thompson	Easement	Feb. 19, 1969		1-136,905			No record of being formerly right of way acq. for R.R. purposes

Note No. 1 - 145.88 acs. acq'd; 52.63 acs. shown as Par. 1 on map 23, 55.81 acs. shown as Par. 1 on map 24, 32.25 acs. shown as Par. 1 on map 25.
Note No. 2 - 79.22 acs. acq'd; 73.18 acs. shown as Par. 2, 6.93 acs. same as and incl. in Par. 3, Map filed Dec. 5, 1904. Approved Mar. 10, 1905.



RIGHT OF WAY AND TRACK MAP
MAIN LINE
EL PASO & SOUTHERN PACIFIC COMPANY
OPERATED BY
SOUTHERN PACIFIC COMPANY
RIO GRANDE DIVISION, COCHISE COUNTY, ARIZONA

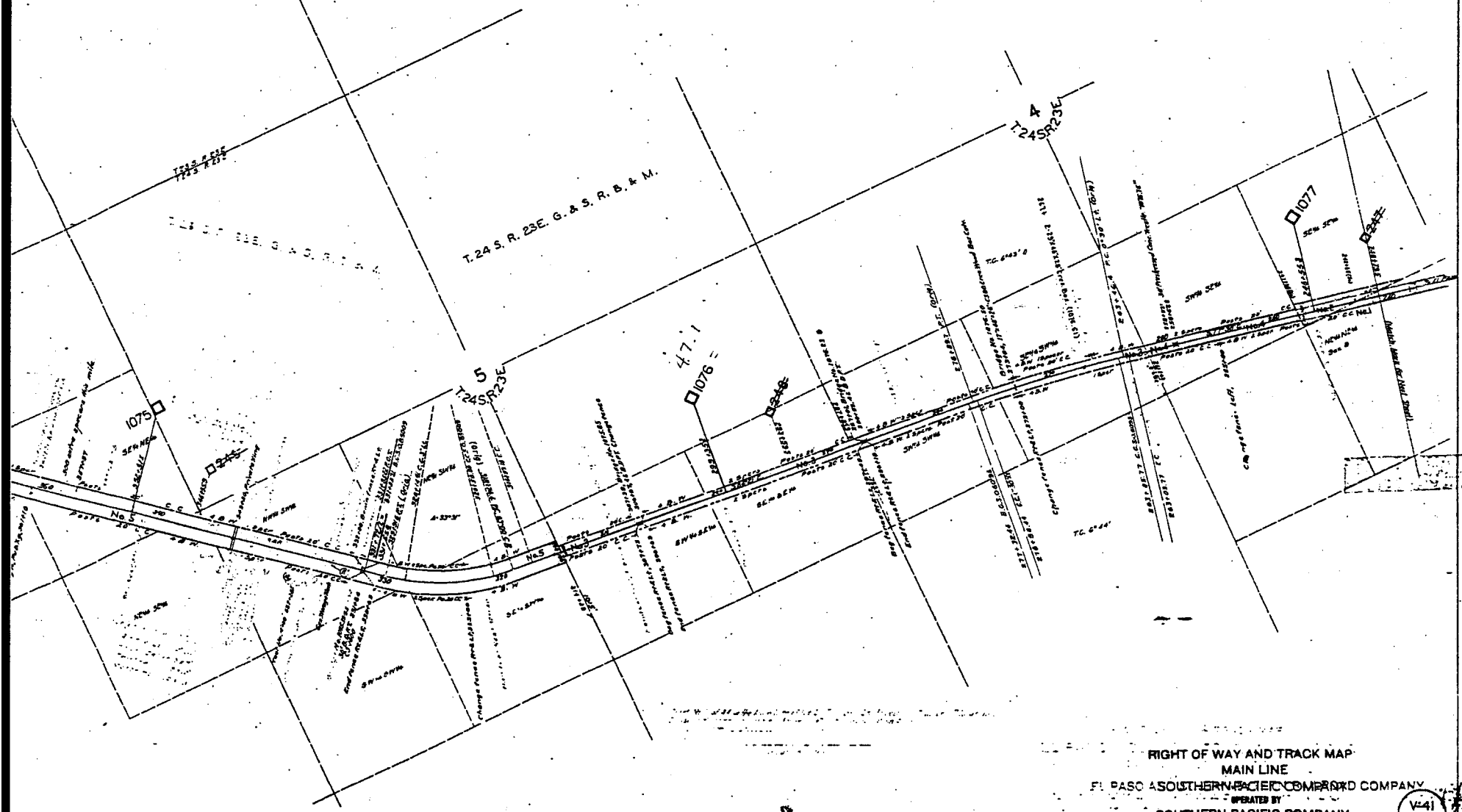
V41
22


31
T.23S R.23E
36
T.23S R.24E
6
T.24S R.23E
1074
1075
No.5
No.6
4 Barb Wire
Posts 20' C.C.
N
V 41
21

SCHEDULE OF PROPERTY

	GRANTOR	GRANTEE	INSTRUMENT	DATE	RECORD	CUST'D NO.	AREA SQ. FT.	AREA ACRES	REMARKS
1	Henry Lee Hardt	C.P.& S.W.R.R.Co.	U.S. Deed	July 7 1903	(11R 11-496, July 31 1903	33599	20750		See Note No 1
2	United States Govt	" " " "	Act of Congress	Mar. 3 1875				2.93	Map filed Dec. 5 1904, approved Mar 10 1905
3	Lydia I. Fike	" " " "	U.S. Deed	July 20 1903	DR 11-493, July 31 1903	33595		12.58	2.132 acs. each 9.93 acs. shown as Par 1 Map 20
4	Henry Lee Hardt	" " " "	" " "	July 7 1903	DR 11-496, July 31 1903	33598		9.93	See Note No 1
5	United States Govt	" " " "	Act of Congress	Mar. 3 1875				63.96	Map filed Dec. 5 1904 approved Mar 10 1905
Vac. 1	S.P.R.R.& S.W.R.R. to S.P.Co.	State of Arizona & County of Cochise	Lic. Agmt	Oct. 2 1933		40676			Grants use of 100 acs. for U.S. Highway 666 at S.S. 333+80.35 Grants use of 0.6 ac. for U.S. Highway 666 at S.S. 334+67.78 as shown on C.C. in deed 40676
"	County of Cochise	"	vacation	Jan. 3 1939		Ord. 10 B2			Abandons old road crossing at S.S. 330+37
"	S.P.Co.	State of Arizona	Easement	Feb. 9 1931		27560			Grants use of 1.23 acs. (Tract A) for construction of 3rd St. Highway overpass
"	State of Arizona & County of Cochise	S.P.Co.	Q.C. Deed	Nov. 27 1961		28309			Quitclaim 1.06 ac. shown at S.S. 339+85.39 (same as the land granted as deed 40276)
Vac. 2	S.P.Co.	A.G. Cass	Easement	Nov. 1 1947		L 185 Pg 9			Grants right for grade Rd. X-ing S.S. 343+26

Note No 1 - 4.93 acs. each, 0.13 acs. shown as Par. 1, 3.80 acs. shown as Par. 4, and on Map 20, 1.55 acs. shown as Par. 9.



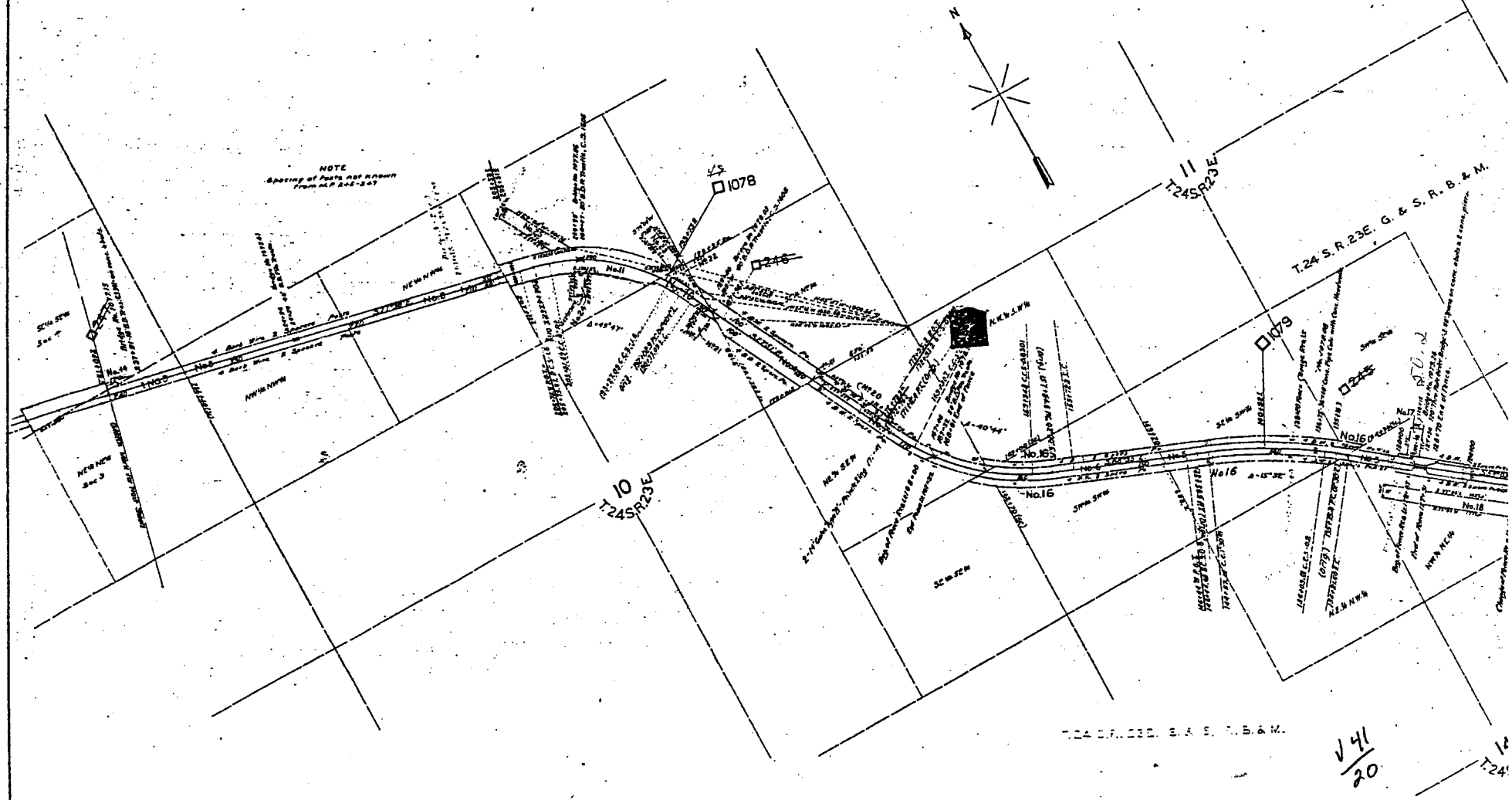
RIGHT OF WAY AND TRACK MAP
MAIN LINE
EL PASO & SOUTHERN PACIFIC COMPANY
OPERATED BY
SOUTHERN PACIFIC COMPANY

V-41

Tract No. 81 Tenants in common of all easements arising from operation & maintenance of the E.P. & S.W.R.R. Co. and the Southern Pacific Co. and the Arizona Eastern R.R. Co. and SE¼ of SW¼ and SW¼ of SW¼ of Sec. 11, T. 24 S., R. 23 E. G. & S. R. B. & M., lying north of the R.R. R/W.

SCHEDULE OF PROPERTY

No:	Grantor:	Grantee:	Instrument:	Date:	Record.	Cert'd No.	Area Sq. Ft.	Area Acres	
Und. ½	County of Cochise	E.P. & S.W.R.R. Co	Vesting	Mar. 19, 1938		Cert. 847			Johnston Sect. Maps
17	Charles P. Walker, Executor	" " " "	Easement	Oct. 30, 1937	103 Misc. Rec. 30, 1939	38653	22598		
18	" " " "	" " " "	"	" " " "	" " " "	"		.5997	
Und. ½	E.P. & S.W.R.R. Co. & A.E.C.	Arizona Eastern Co.	"	Apr. 17, 1931		38946			
Und. ½	" "	" "	"	July 19, 1938		41316			0.084 ±
19	Arizona Edison Co.	E.P. & S.W.R.R. Co.	Easement	June 23, 1938	Misc. 34, P. 116, June 4, 1938	41377	1043		Per R.R. Easement
20	Homer R. Ethel et al Trustees	E.P. & S.W.R.R. Co.	Easement	Aug. 1, 1941	Misc. 54, p. 262-3 Aug. 8, 1941	42114	34151		
21	" "	" "	"	" "	" "	"	29734		"
22	" "	" "	"	" "	" "	"	31587		"
23	State of Arizona	" "	Patent issued	Feb. 18, 1942	108 B.O.P. 348 May 12, 1942	44399	39787		Encroaching
24	" " "	" "	Patent (No. 240)	Feb. 18, 1942	" P. 341 " " "	42400	20122		
25	" " "	" "	Patent (No. 242)	Feb. 18, 1942	" P. 340 " " "	42401		1.281	
Und. ½	U.S.A. & S.P. Co.	The U.S. of A.	Easement	Dec. 27, 1927		44187			See Note
Und. ½	Chas. P. Walker et al	E.P. & S.W.R.R. Co. & S.P. Co.	Easement in Lease	Aug. 23, 1940	Misc. 54, P. 89 & 90 Sept. 1941	41547			" "



V 41
20

Instrument:	Date:	Record.	Custd.No.	Sq. Ft.	Acres	Remarks:
Vacation	Mar. 16, 1936		Ord. 847			Abandons Center strip of C. P. and "A" streets in Town of Naco
Easement	Oct. 10, 1929	Bk. 16 Misc. Rec. Pg. 18, 1929	38651	22380		See Note No. 5
"	" " "	" " " " "	"		5.997	See Note No. 5
U.S. Govt.	Mar. 27, 1931		39440			1.438 acs. conveyed of (Letter "B")
"	June 18, 1929		41316			0.004 " " (Letter C)
Easement	June 2, 1933	Misc. Bk. 17 Pg. 166 June 8, 1933	41579	1015		For R.R. purposes
Easement	Aug. 1, 1941	Misc. Bk. 24 Pg. 167-3 Jan. 8, 1941	42116	14151		Easement of 34131 sq. ft. for ditches and dikes A.F.E. 15521-15522
"	"	"	"	19334		" " " " " " " "
"	"	"	"	31381		" " " " " " " "
Partial release	Feb. 16, 1942	Bk. 8 Pg. 342 May 21, 1942	42339	29787		releasing and reserving rights of way for ditches and canals
Partial rel. 2nd	Feb. 18, 1942	" Pg. 341 " " "	42400	20125		ditto
Partial rel. 3rd	Feb. 18, 1942	" Pg. 340 " " "	42401		(.221)	ditto
Easement	Dec. 27, 1927		A.A.1147			See Note No. 7.
Semi-release	Aug. 23, 1941	Misc. Bk. 7 Pg. 19 Jan. 21, 1941	41547			" " " 8

2	A.J. Bonillo, A.W.W. Ho. Nom.	" " "	" " "	B. & S. Deed	April 30, 1903	0.859 - 16 acs.	2/1903	35593	1163	
3	E.N. Elgin	" " "	" " "	" " "	July 31, 1903	- 12.496 "	July 31-1903	35594	4268	
4	U.S. Government	" " "	" " "	Act of Congress	Mar. 3, 1875				4128	Map filed Dec. 5, 1904 - Approved Mar. 10, 1905
5	Lydia L. Pike	" " "	" " "	B. & S. Deed	July 30, 1903	- 12.493 July	31-1903	35595	9275	#1,324 acs. acq'd in 248 acs. shown as Par. 3 on Map 21
6	B.L. Robinson	" " "	" " "	" " "	July 30, 1903	- 12.493 July	31-1903	35596	3168	
7	E.J. Pike	" " "	" " "	" " "	July 30, 1903	- 19.491 July	31-1903	35597	3168	
8	August Bohnisch	" " "	" " "	" " "	July 30, 1903	- 12.488 July	31-1903	35598	3.0248	3.172 acs. acq'd. 1.154 acs. shown as Par. 10 on Map 21
9	Mary Lou Hardt	" " "	" " "	" " "	July 15, 1903	- 13.500 July	31-1903	35599	6.822	
10	P.J. Pike	" " "	" " "	" " "	July 2, 1903	- 19.496 July	31-1903	35629	1288	4.203 Acs. acq'd. 3.829 Acs. Shown as Par. 1 and 4 on Map 21
11	U.S. Government	" " "	" " "	Act of Congress	June 7, 1897	- 19.499 July	31-1903	39856	1288	5.939 Acs. acq'd. 3.829 ac. Shown as Par. 7 above
12	U.S. Government	" " "	" " "	" " "	Mar. 3, 1875				1288	Map Filed Dec. 5, 1904 - Approved Mar. 10, 1905
13	Naco R.R. & Improvement Co.	" " "	" " "	Q.C. Deed	Apr. 6, 1903	- 23.938 Reserved	1-1903	35596	14.517	Map Filed Jan. 16, 1918 - Approved Dec. 23, 1918. Re-Filed Nov. 8, 1920
14	U.S. Government	" " "	" " "	Act of Congress	May 3, 1875				11.588	47.675 acs. acq'd. - 35.928 acs. shown as Par. 9 on Map 19.
15	"	" " "	" " "	" " "	" " "			7600		Re-Filed Dec. 5, 1904. Approved Mar. 10, 1905.
16	"	" " "	" " "	" " "	" " "				6.128	See Note No. 1 (See Note No. 3.)
June 18	"	" " "	" " "	" " "	" " "					" " " 2
June 18	Town of Naco	E. P. & S. W. R. R. Co.	Franchise	April 8, 1903				2584		" " " 4
										Permission to construct track on St. of Naco. Omitted from 1917 Map.

Note No.1: 5.698 acs. acq'd; 2.465 acs. shown as Par. 15; 2.112 acs. "not" in Par. 13, shown by letter "C" Map filed Mar. 23, 1906. April, May 15, 1906.
Note No.2: 13.134 acs. " 6.758 acs. " " " 16; 3.183 acs. same as and included in Par. 6 ") 3.581 acs. included in Par. 5 being a 30' strip o.a.c. from Sta. 134+39 to Sta. 143+30. 0.925 ac. "not" in Par. 7 being
that portion of Par. 7 lying in the N.W.¼ of S.W.¼ of Sec. 11, T. 24 S., R. 23 E. Map filed Dec. 5, 1904. Approved Mar. 10, 1905.
Note No.3: The 2.948 acs. previously shown in area column for Par. 15 have been eliminated and shown hatched, Deed 37567 below. Recorded C.R. C-349
Note No.4: 13.32 acs. disposed of, 2.183 acs. acq'd. by Par. 15 this Map, 11.183 acs. acq'd by Par. 5 Map 18, Letter Gary K. Shoup to E.R. Leavell, dated Jan. 25, 1929.
Note No. 5: 6.172 acs. acq'd for overhead protection; 22500 sq. ft (.5371 acs.) shown as Par. 17 and 5.597 acs. shown as Par. 18. A.F.E. 80051-30, June 30, 1930.
Note No. 6: The 19.624 ac. previously shown in area and here shown eliminated as follows: 5.436 acs. disp. of by deed 38440, 0.424 acs. disp. of by deed 41315.

Note No.7: Grants are of 3.88 acs. for roadway purposes shown by letter "D" on this map and on map 13 by letter "F".

T.24 S. R.23E. G. & S. R. B. & M.

T.24 S. R.23E.

T.24S.R.23E.

T.24S.R.23E.

T.24S.R.23E.

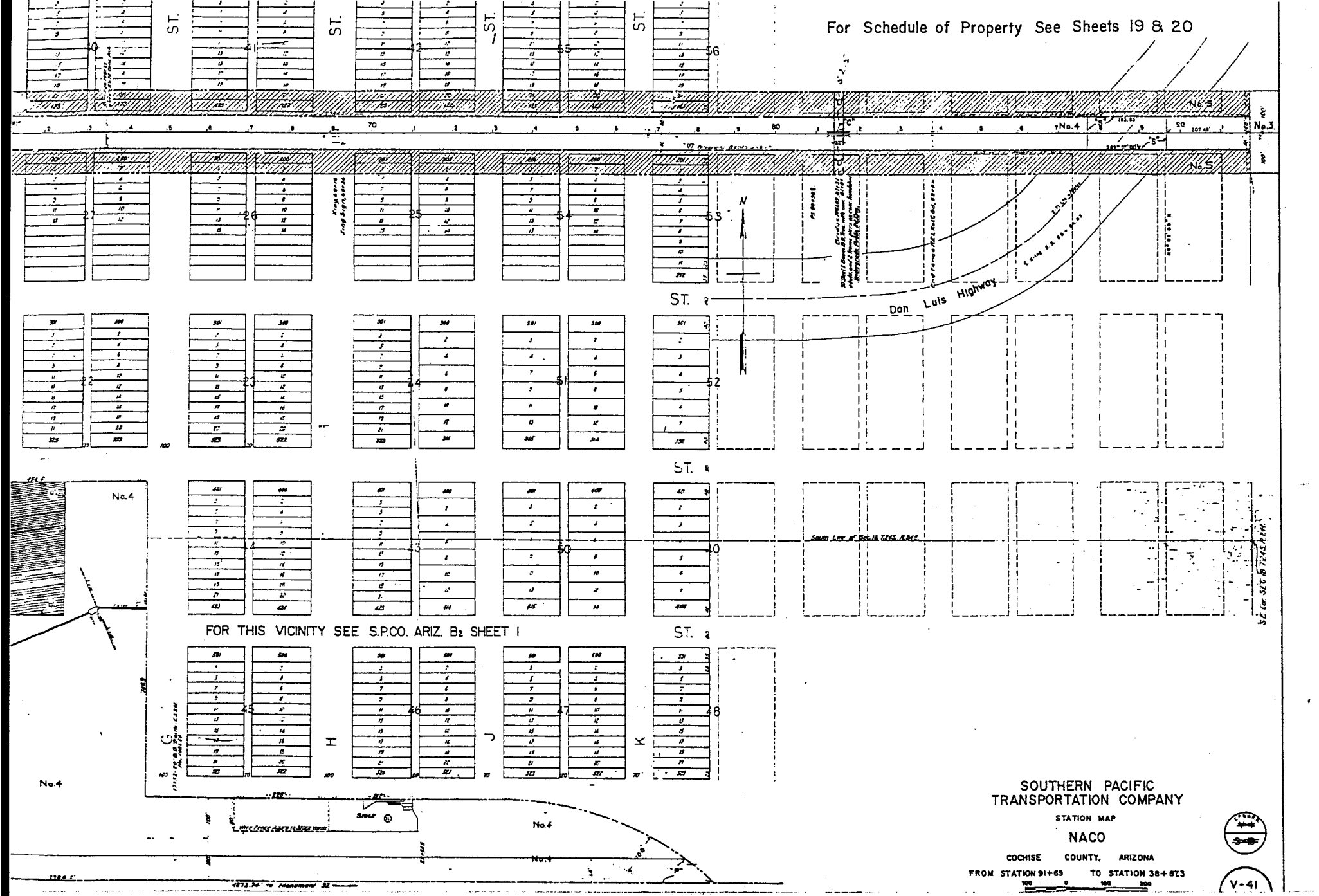
T.24S.R.23E.

NACO
Relocated Nov. 30, 1915

M E X I C O

RIGHT OF WAY AND TRACK MAP
MAIN LINE
EL PASO & SOUTHERN PACIFIC COMPANY
OPERATED BY
SOUTHERN PACIFIC COMPANY
RIO GRANDE DIVISION, COCHISE COUNTY, ARIZONA
FROM STATION 30+92.8 TO STATION 240+79.8
SCALE 1 INCH 400 FEET

V41
20



SOUTHERN PACIFIC
TRANSPORTATION COMPANY

STATION MAP

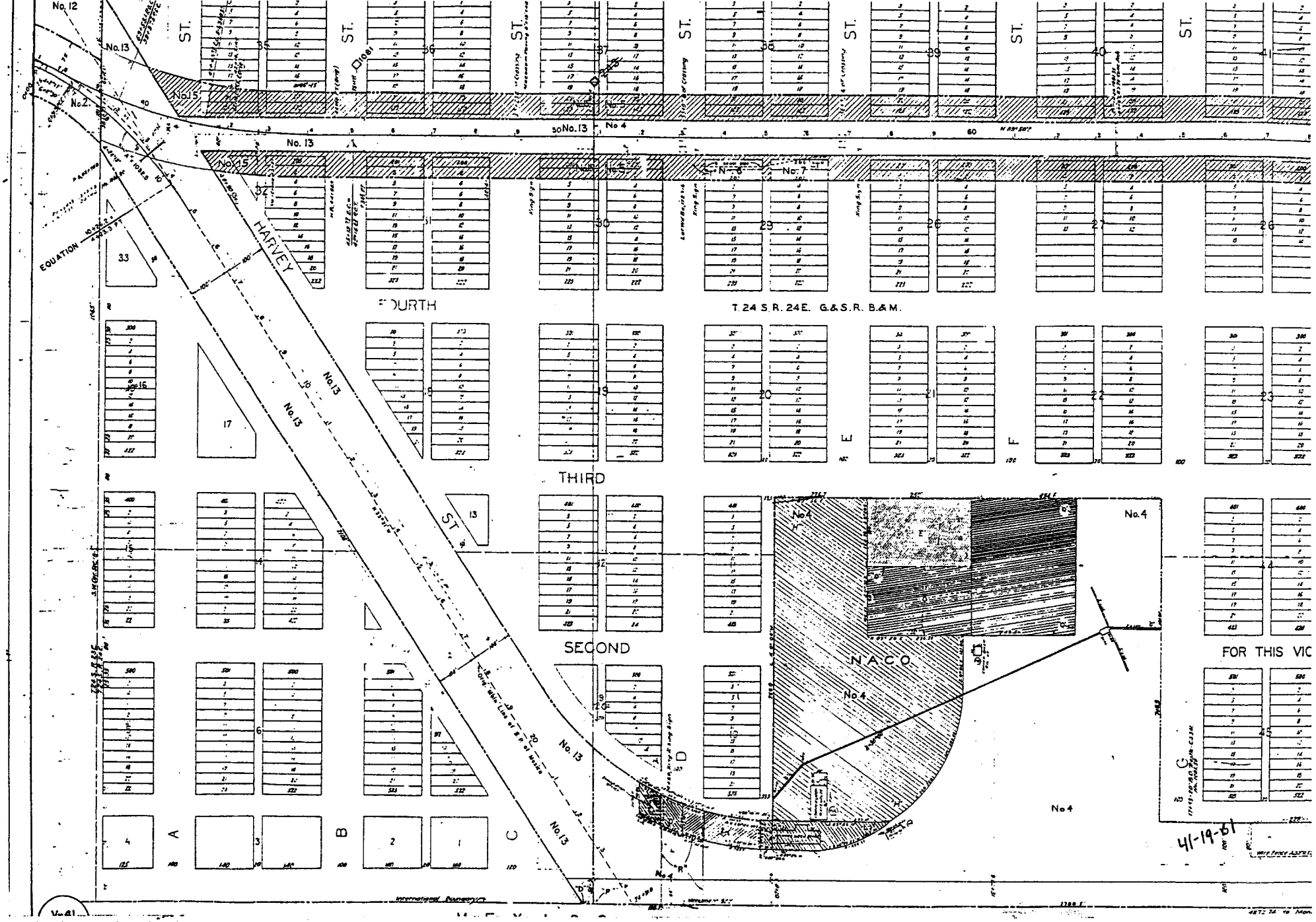
NACO

COCHISE COUNTY, ARIZONA

FROM STATION 91+69 TO STATION 38+873

100 0 100 200

V-41


HARVEY
FOURTH
THIRD
SECOND
T. 24 S. R. 24 E. G.&S.R. B.&M.
NACO
No. 4
No. 13
No. 15
No. 12
No. 2
No. 7
EQUATION
FOR THIS VIC
41-19-61

No.	Grantor.	Grantee.	Instrument.	Date.	Record.	Cust'd No	Area Sq. Ft.	Area Acres	Remarks.
Und 6	S.P.Co. & E.P.& S.W.R.R.Co.	County of Cochise	Ex. Agreement	Feb 23 1929		37797			See Note No. 6
Und 1	County of Cochise	E.P.& S.W.R.R.Co	Vacation	Mar. 18, 1930		and 847			Deed grants right of "C" and "D" streets in Town of Naco
Un. 1	E.P.& S.W.R.R.Co. & S.P.Co	U.S.A.	Warranty Deed	April 22, 1938		40666			0.34 acs. strip of shown hatched (letter "F")
"	" "	"	Easement	July 12 1938		40850			Grants right to constr. sewer line (Letter "G")
"	" "	Fred Gaesser	R.R.S. Deed	Feb. 1 1937		40869			7.93 acs. strip of shown hatched (Letter "H")
Und 2	" "	County of Cochise	Lic. Agmt	Dec. 7 1938		41134			Grants use of following areas for highway purposes: 0.66 acs. (letter "C"), 0.03 acs. (letter "H"), 2.16 acs. (letter "I")
"	County of Cochise	E.P.& S.W.R.R.Co	Vacation	Dec. 6 1938	Book 81 P 184	and 1052			Closes 0.17 acs of old road (letter "J") See also St. & A.E.R.R. Co.
"	E.P.& S.W.R.R.Co. & S.P.Co	Arizona Mines Ltd	R.R.C. Deed	March 24 1941		43098			17.988 acs. strip of shown between and by letter "K"
Und 4	" " " "	Fred Gaesser	R.R.S. Deed	Sept 2 1941		43743			See Note No. 8
6	Carmen S. Dessenno	E.P.& S.W.R.R.Co.	R.R.S. Deed	May 31 1943	Bk 94 P 265 May 31 1943	43267	7000		See Note No. 9
"	" " " "	" " " "	" " " "	" " " "	" " " "	43267	7000		" " "
Und 3	E.P.& S.W.R.R.Co. and S.P.Co.	The U.S. of A.	Easement	Dec. 21 1943		43547			" " "
Un 4	S.P.Co.	Naco School District	Grant, Conv.	Oct. 14 1947		49727			2.741 acs. strip of shown hatched (letter "G") See Note and 49727-1950
Un 4	S.P.Co.	County of Cochise	Easement	Nov. 20 1969		58135			Grants use of 0.35 acs. for street airport purposes (letter "B")
Un A	S.P. Tate Co.	County of Cochise	Easement	June 1974	Bk 947 P 325-328	58000			Grants use of 0.336 acs. for Dan Lee Road (Letter "E")
Un E.T.	S.P.Tate Co.	Naco Sanitary District	Easement	Sept 29, 1980		60695			Grants right for an 8" sewer pipeline (letter "I")

Note No. 5: 14000 sq. ft. acq'd, shown as follows: 7000 sq. ft. as Par. 6 and 7000 sq. ft. as Par. 7. This deed requires portion of land disposed of by deed 37967.

Note No. 8: Grants use of 3.89 acs. for roadway purposes shown by letter "F" on this map and on map 20 by letter "D".

Note No. 9: Excepting and reserving Title and exclusive rights to all minerals, Oil, petroleum natural gas and other hydro carbon substances.

AT BISBEE JUNCTION
INSET
SHOWING DETAILS OF STRUCTURES BETWEEN
STATIONS 227+62 & 263+45
SCALE 1"=100'

Sta. M. 354+73.05
NACO
MILE 1081.2

For details see Station Map B-18

T.24S R.24E

18

17

SEC. 19

SEC. 24

FOR THIS VICINITY SEE S.P.CO. ARIZ. B2 SHEET 1

MEXICO

Int. Mon. 32

Mon. 32A

1082

1083

1085

M.L. 1085.48331

Old Highway

Bonita Creek

Naco Tate Camp

No. 1

No. 2

No. 3

No. 4

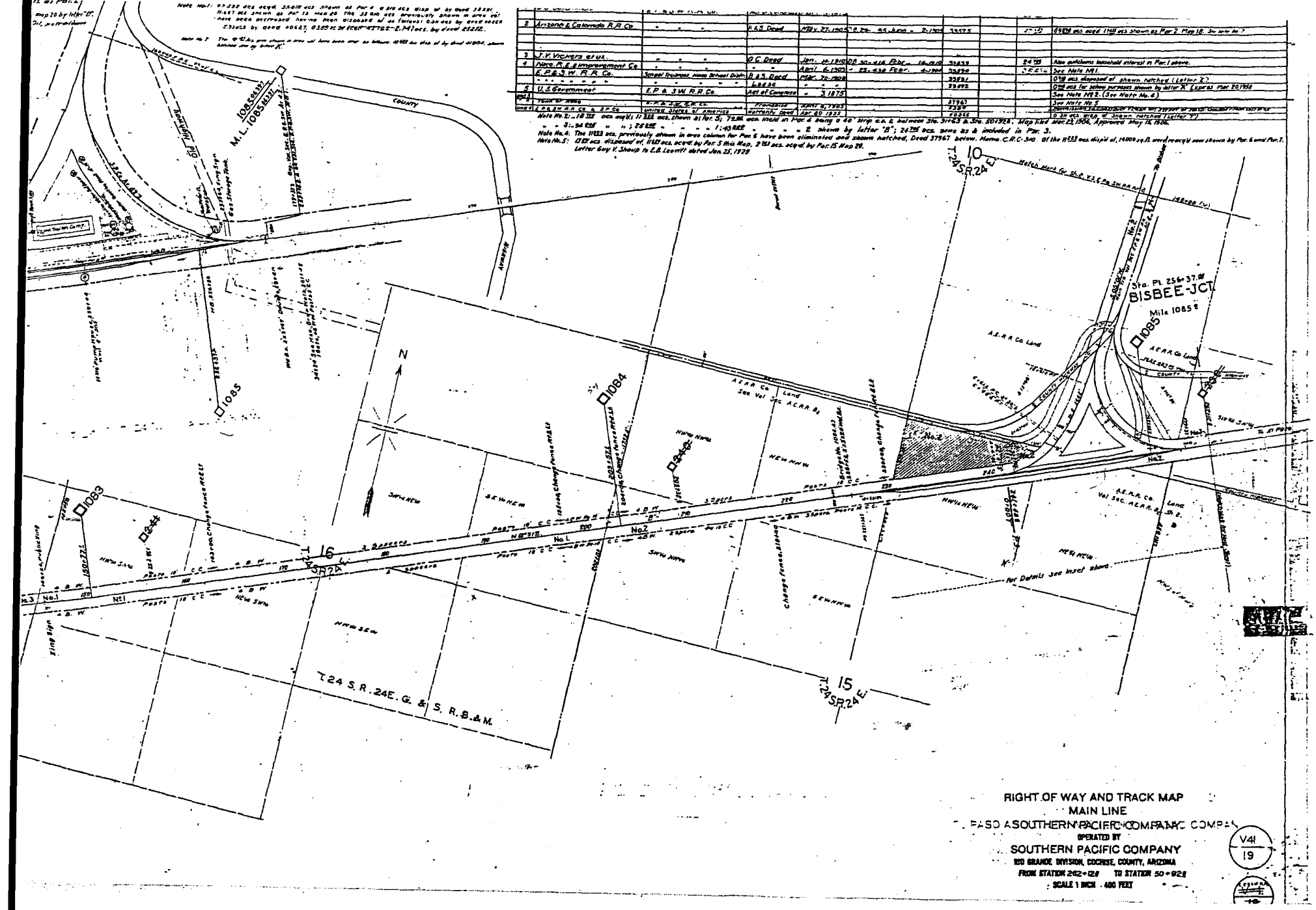
No. 5

No. 6

No. 7

61500

V41
19
B2



2	Arizona & Colorado R.R. Co	" " "	R.R.S. Deed	May 27, 1905	2 Pgs. 44 June 2, 1905	39575		69.09 acs. acqd. 11.48 acs shown as Par 2 Map 18. See note No 7
3	J.V. Vickers et ux.	" " "	D.C. Deed	Jan. 14, 1910	DB 50 - 418 Febr. 14, 1910	51639	84.78	Also quitclaims leasehold interest in Par. 1 above.
4	Nera R.E. & Improvement Co	" " "	" "	April 6, 1903	" 53 - 436 Febr. 4, 1904	33690	" " "	See Note No. 1
	E.P. & S.W. R.R. Co.	School Trustees Naco School Distr.	R.R.S. Deed	Mar. 20, 1908		33891		0.98 acs disposed of shown hatched (Letter "X")
	" " " "	" " " "	Lease	" " "		33892		0.98 acs for school purposes shown by letter "K" (Expires Mar 20 1958
5	U.S. Government	E.P. & S.W. R.R. Co.	Act of Congress	" 3 1875				See Note No 2. (See Note No. 6)
1924	Town of Naco	E.P. & S.W. R.R. Co.	Franchise	April 6, 1903		37967		See Note No 5
June 6	E.P. & S.W. R.R. Co. & S.P. Co.	United States of America	Warranty Deed	Apr. 20 1933		40846		Impairment & Condemnation Damages will appear in the U.S. Court of Claims Docket No. 47-62
								0.38 acs strip of shown hatched (Letter "Y")

Note No. 1: 67.298 acs. acqd. 35.610 acs. shown as Par. 4 & 31.688 acs. disp. of by deed 33891. 11.487 acs. shown as Par 13 Map 20. The 31.610 acs. previously shown in area col. have been decreased having been disposed of as follows: 0.34 acs by deed 33891 2.33 acs by deed 40667, 0.355 ac. by deed 47765 - 2.41 acs. by deed 49412.

Note No. 2: 18.138 acs. acqd.; 11.328 acs. shown as Par. 5; 7.656 acs. incld. in Par. 4 being a 40' strip e.o. & between Sta. 311+63 & Sta. 301+28. Map filed Mar. 23, 1906, Approved May 16, 1906.

" " 3: 94.055 " " ; 28.822 " " " " " 1.40.822 " " " " " 2 shown by letter "B"; 24.295 acs. gone as & included in Par. 3.

Note No. 4: The 11.23 acs. previously shown in area column for Par. 6 have been eliminated and shown hatched, Deed 37967 below. Memo. C.R.C. 340 of the 11.23 acs. disp'd of, 1.6000 sq. ft. were reacq'd now shown by Par. 6 and Par. 7. Letter Guy V. Shoup to E.B. Leavitt dated Jan. 25, 1929

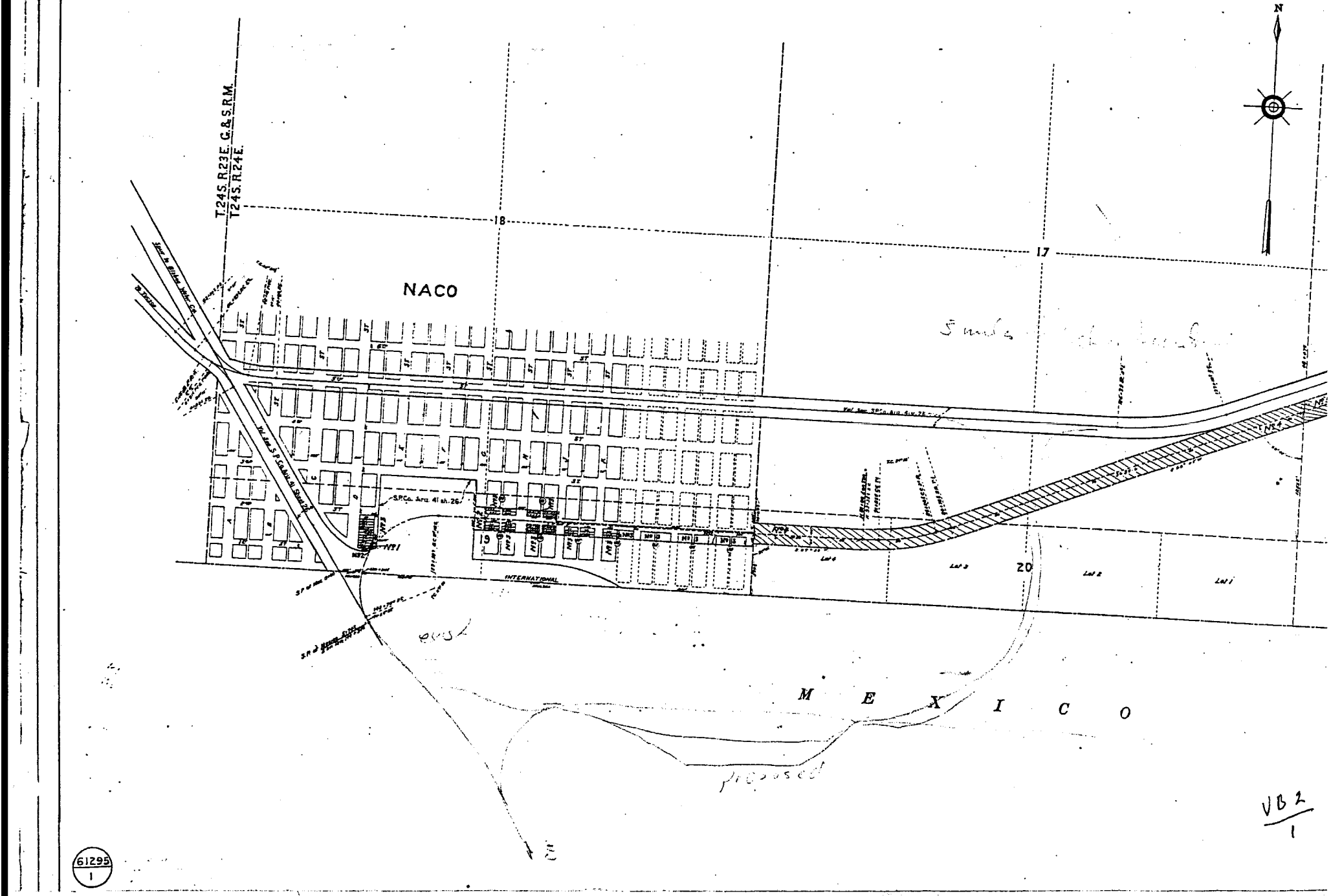
Note No. 5: 0.82 acs. disposed of, 11.48 acs. acqd. by Par. 5 this Map, 2.33 acs. acqd. by Par. 15 Map 20.

Note No. 6: The 0.42 Ac. are shown in area col. have been incl. as follows: 0.08 Ac. disp. of by deed 51804, shown hatched and by letter "K"

Note No. 7: The 0.98 acs. shown in area col. have been incl. as follows: 0.08 Ac. disp. of by deed 51804, shown hatched and by letter "K"

RIGHT OF WAY AND TRACK MAP
MAIN LINE
EL PASO & SOUTHERN PACIFIC COMPANY
OPERATED BY
SOUTHERN PACIFIC COMPANY
RIO GRANDE DIVISION, COCHISE COUNTY, ARIZONA
FROM STATION 282+12.8 TO STATION 50+92.8
SCALE 1 INCH = 400 FEET

V41
19


T.24S. R.23E. G.&S.R.M.
T.24S. R.24E.
NACO
18
17
19
20
INTERNATIONAL
M E X I C O
N

61295
1

VB 2
1

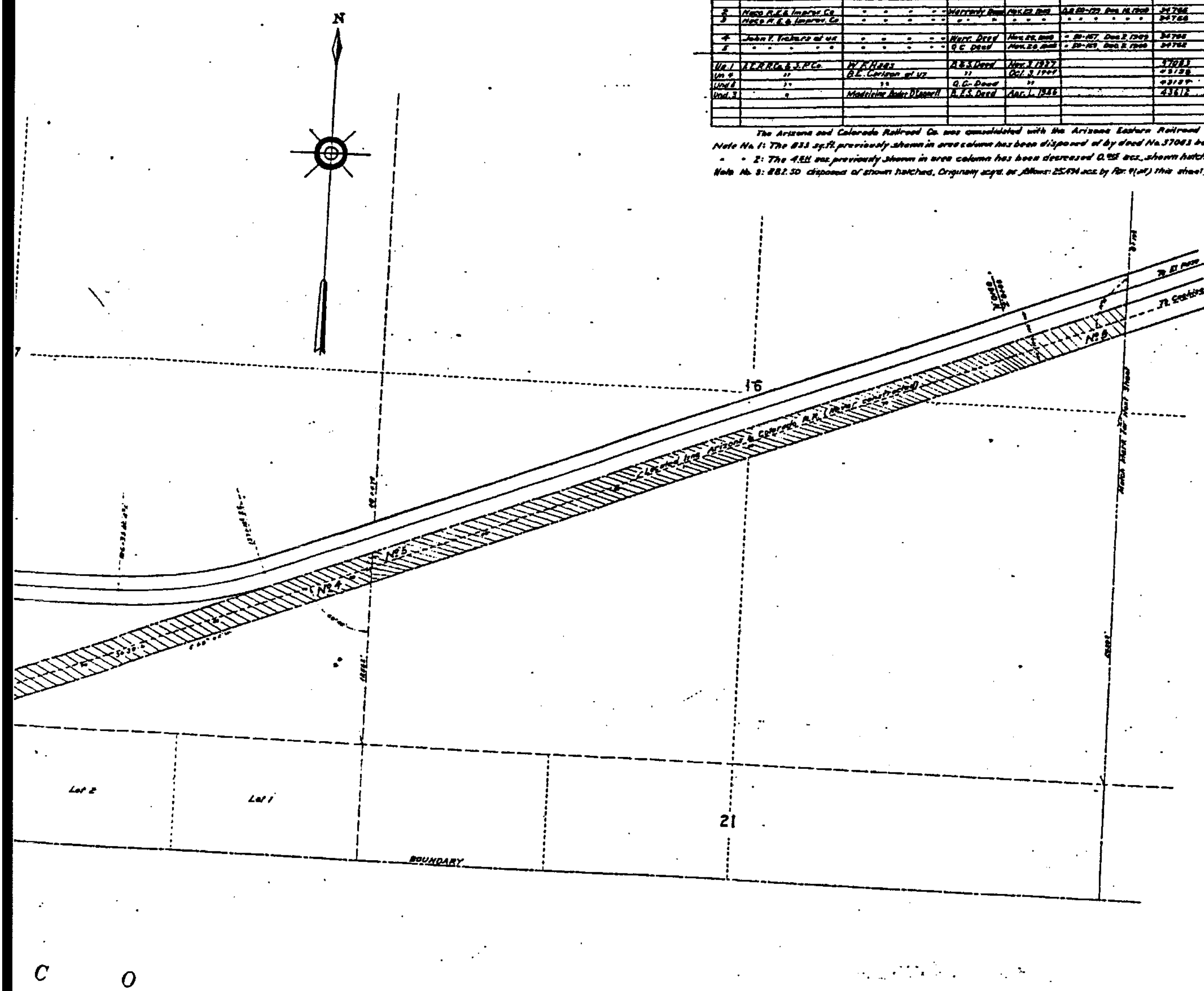
No.	Grantor	Grantee	Instru.	Date	Record	Custd. No.	Sq. Ft.	Acres	Remarks
1	Bank of Bisbee	Arizona & Colorado R.R.Co.	Q.C. Deed	Dec. 7, 1909	D.B. 50-276 Dec. 27, 1909	34757	—		See Note No. 1
2	Naco R.E. & Improv. Co.	" " "	Warranty Deed	Nov. 23, 1909	D.B. 50-[illegible] Dec. 16, 1909	34766		5.428	Grants perpetual rights to use certain streets & alleys in Naco
3	Naco R.E. & Improv. Co.	" " "	" "	" "	" " "	34768		1.164	See Note No. 2
4	John V. Vickers et ux	" " "	Warr. Deed	Nov. 29, 1909	" 50-157, Dec. 2, 1909	34765			25.474 acs. acqd., all disp. of by deed 43[illegible]
5	" " "	" " "	Q.C. Deed	Nov. 29, 1909	" 50-159, Dec. 2, 1909	34762			26.[illegible] acs. acqd. dispos. of by deed 43[illegible]
Un. 1	A.E.R.R.Co. & S.P.Co.	W. F. Haas	A.E.S. Deed	Nov. 3, 1927		37083			1500 sq. ft. disposed of: 833 sq. ft. acqd. by par. 1 and 667 sq. ft. acqd. by par. 3
Un. 4	"	B.E. Carlson et ux	"	Oct. 3, 1944		43138			See Note 3
Und. 8	"	"	Q.C. Deed	"		43137			26.959 acs. disposed, shown hatched. See AFE 23677 May 7, 1945
Und. 3	"	Medicine Bow(?) Disposal	A.E.S. Deed	Apr. 1, 1946		43612	—	—	0.235 ac. dispd. of shown hatched (Blk. 43 and Blk. 46). AFE 34440-1946.

The Arizona and Colorado Railroad Co. was consolidated with the Arizona Eastern Railroad Co. Feb. 1 1910.

Note No. 1: The 833 sq. ft. previously shown in area column has been disposed of by deed No. 37083 below and shown hatched.

" " 2: The 4.511 acs. previously shown in area column has been decreased 0.915 acs., shown hatched, accd. disposed of by deed 37083, 0.235 ac. by and 43612.

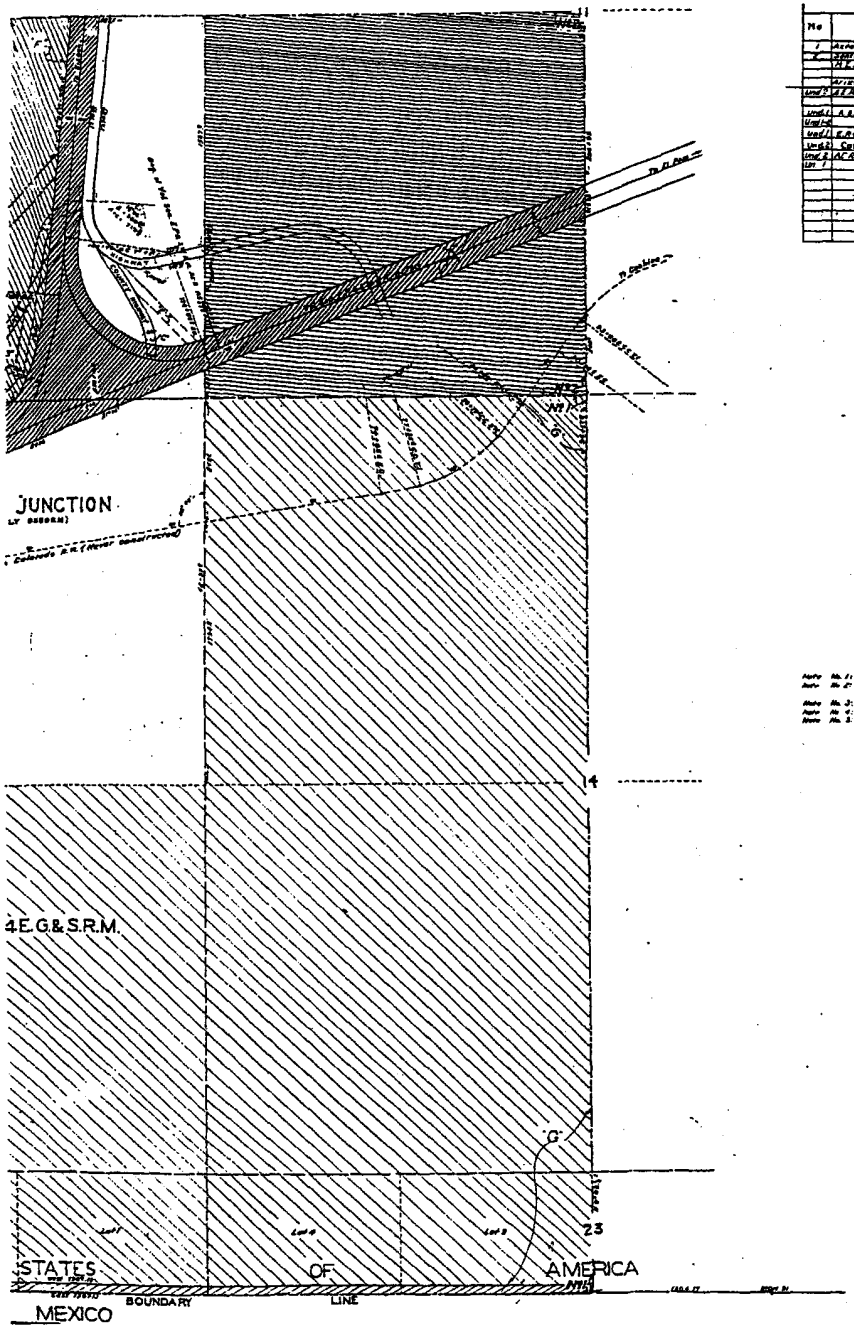
Note No. 3: 882.50 disposed of shown hatched. Originally acqd. as follows: 25.474 acs. by Par. 4(of) this sheet, 857.00 acs. by Par. 1, sheet 2.



RIGHT OF WAY AND TRACK MAP
SHOWING LAND ON LOCATED LINE
AT NACO-BISBEE JUNCTION AND DOUGLAS
SOUTHERN PACIFIC COMPANY
OPERATED BY
SOUTHERN PACIFIC COMPANY.
RIO GRANDE DIVISION, COCHISE COUNTY, ARIZONA
FROM STATION 144+344 TO STATION 8+191
Scale: 1 inch=400 feet

VALUATION DEPARTMENT
SAN FRANCISCO, CALIFORNIA.

V-B2



SCHEDULE OF PROPERTY

No	Grantor	Grantee	Instru.	Date	Record	Cust'd. No.	Area Sq. Ft.	Area Acres	Remarks
1	Atchison Topeka & Santa Fe Ry. Co.	Arizona & Colorado R.R. Co.	B & S Deed	Prior to 1903	Bk 27-495 Apr 8 1903	34784			2.0000 Strip 100 ft wide, 3.5432 acres withdrawn at its request, subject to deed 34782. See "Note" 1
2	Same to Same	" " "	" " "	Same to Same	" 27-503 April 8 1903	34783			Strip 100 ft wide See Note 2
	A.T. & S.F. Ry. Co.	U.S. Government	Relinquishment	March 1913		John 35239			See Reference Location to Relinquishment in Vol. 3 Deeds
	Arizona & Colorado R.R. Co.	A.T. & S.F. R.R. Co.	Sale Deed	April 27 1908	Bk 29-91 June 3 1908	34797			See Note 3
Und. 1/2	A.T. & S.F. Co. & Others	County of Cochise	Con. Agreement	Dec. 8 1930		Doc. 8153			Agreement of 1930 Rec. for highway uses. Also as to Agreement C.B.& S.W.R.R.Co. & Others grant use of 0.199 Acs. for highway crossing at Slaven on Val. Sec. C.B.& S.W.R.R. Co. Surv. 1, page 18, Deed Rec. 5
Und. 1/2	A. & P.R.R. Co. & S.P. Co.	United States of America	B.C. Deed	Dec. 14 1918		61068			As to 2.0 Acs disposed of, shown hatched (3.66 ft. of Lots 1 & 2, Sec. 23 and 3.66 ft. of Lots 3 & 4, Sec. 23)
Und. 1/2	" " " "	County of Cochise	Lic. Agmt	Dec. 1 1938		61132			Grants use of the following areas for highway purposes: 4.49 Acs. (more or less) (Lots 1 & 2, Sec. 23)
Und. 1/2	C.P.R.R. Co. & S.P.R.R. Co.	" "	"	Dec. 7 1938		61174			Grants use of said R.R. highway overpass (Item "B"). For conveyance delineation, see Deed to
Und. 1/2	County of Cochise	A.& P.R.R. Co. & S.P. Co.	Vacation	Dec. 6 1932		Ord. 1108			Closes and abandons 2.36 Acs. Old highway (Item "C"). Sec also 20 ft. Easement Vol. 345, E.R. 435 in R.R.
Und. 1/2	A.C. R.R. Co. & S.C. Co.	Arizona Metro Ltd.	B & L Deed	March 27 1961		89803			0.720 Acs. one of tracts conveyed below (F)
Lot 1	" "	R.L. Carlson et ux	"	Oct. 3 1961		93738			See Item No. 2 of 93671, Oct. 1961

Note No. 1: Arizona & Colorado Railroad Co. was consolidated with Arizona Eastern R.R. Co., Oct. 1918.

Note No. 2: The 3.5432 Ac. parcel here shown as follows: 3.05 Acs. also of by deed 34797, herein referred; 1.68 Acs. relinquished by deed with 35239, above referred, of which 0.206 Ac. shown by letter 'A' more prec. also of by deed 34797; 0.422 Ac. also of by deed 42843 above referred, and by letter 'F'.

Note No. 3: 49.185 Acs. deeded of 53.52 Acs. deed by Par. 1 of which 0.199 Ac. are shown by letter 'A', Deed 34797 & same as deed 27215 which is the remaining deed for Par. 3, as Map 13 of Vol. 3, E.R. & S.Rd. RR. Accs. 1.

Note No. 4: The 49.75.382 Acs. parts shown as area not here given, also as harmed, 0.92 Acs. also of by deed 42744, above referred, A.F.C. 6342.

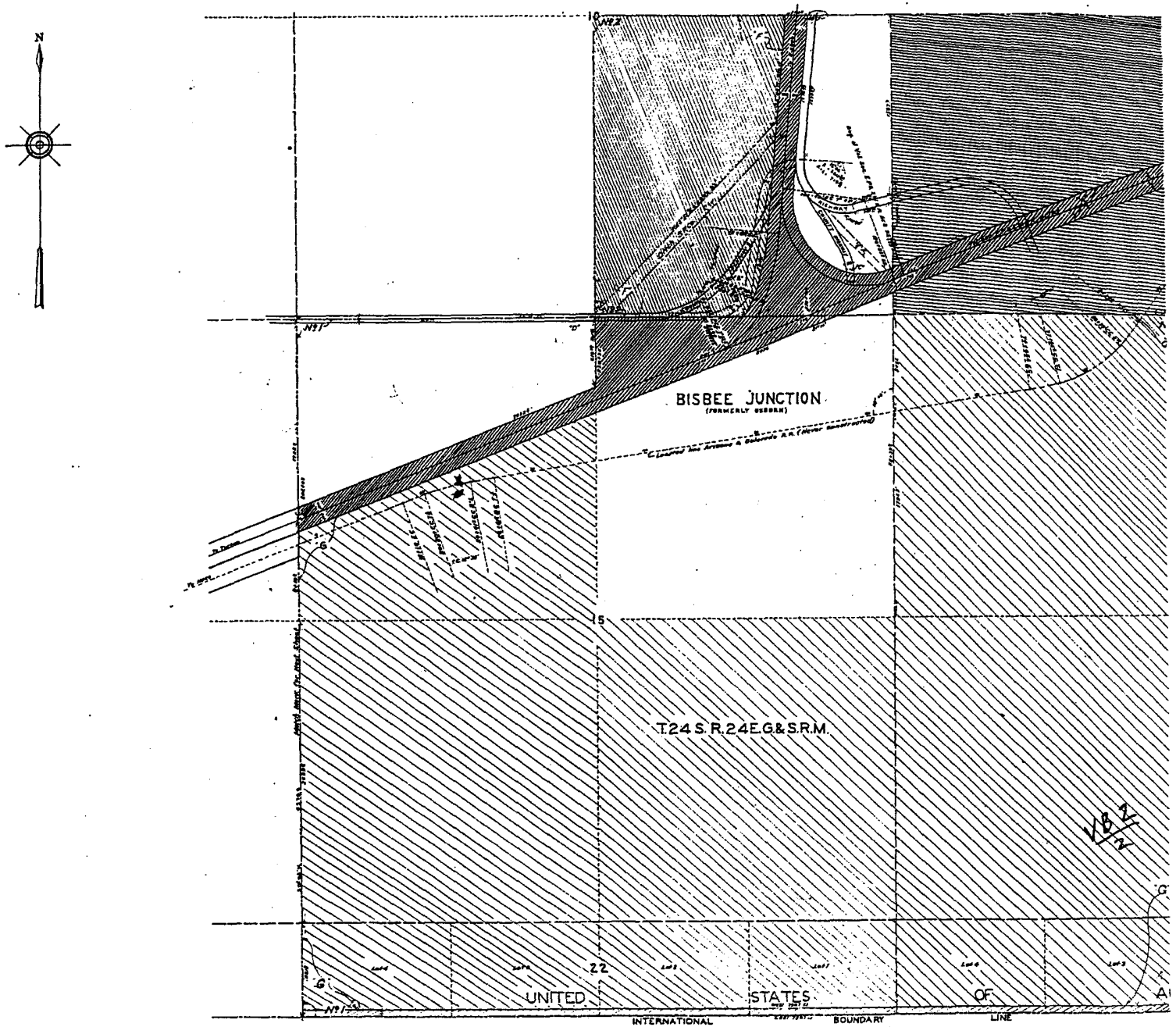
Note No. 5: 84.2 left area designated as, shown hatched. Originally deeded as follows: 0.27.00 Acs. by Par. 4 (as Item "C") this deed. 0.5.444 Acs. by Par. 4 (as) above.

RIGHT OF WAY AND TRACK MAP
SHOWING LAND ON LOCATED LINE
AT NACO-BISBEE JUNCTION AND DOUGLAS
SOUTHERN PACIFIC COMPANY
OPERATED BY
SOUTHERN PACIFIC COMPANY
RIO GRANDE DIVISION, COCHISE COUNTY, ARIZONA
FROM STATION 8+19.9 TO STATION 94+17.8
Scale: 1 inch=400 feet

VALUATION DEPARTMENT
San Francisco, California

400 0 400 800

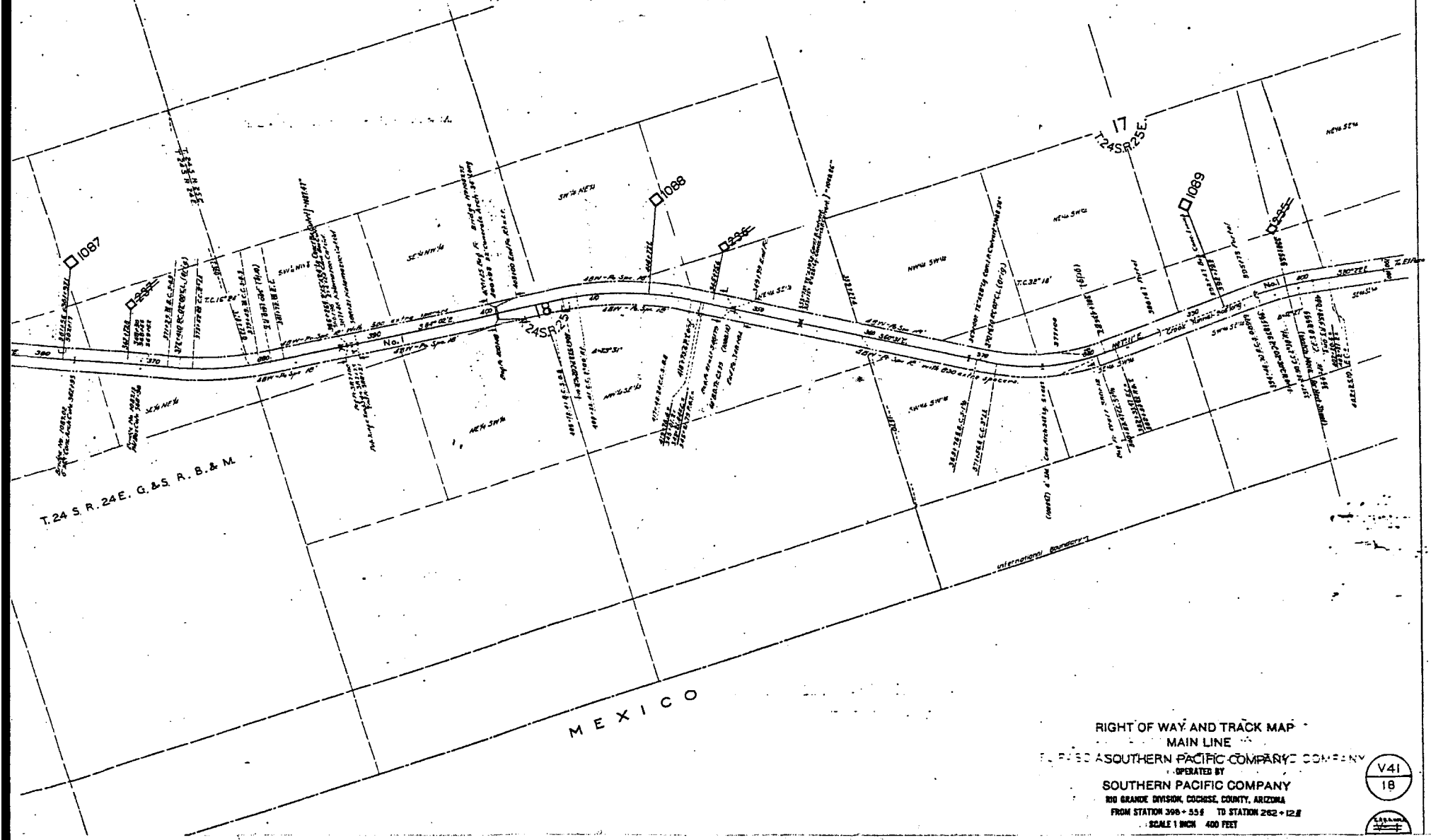
V-B2
2


N
BISBEE JUNCTION
(FORMERLY OSBORN)
T.24 S. R.24 E. G.& S.R.M.
16
15
22
UNITED
STATES
OF
INTERNATIONAL
BOUNDARY
LINE

61295
2

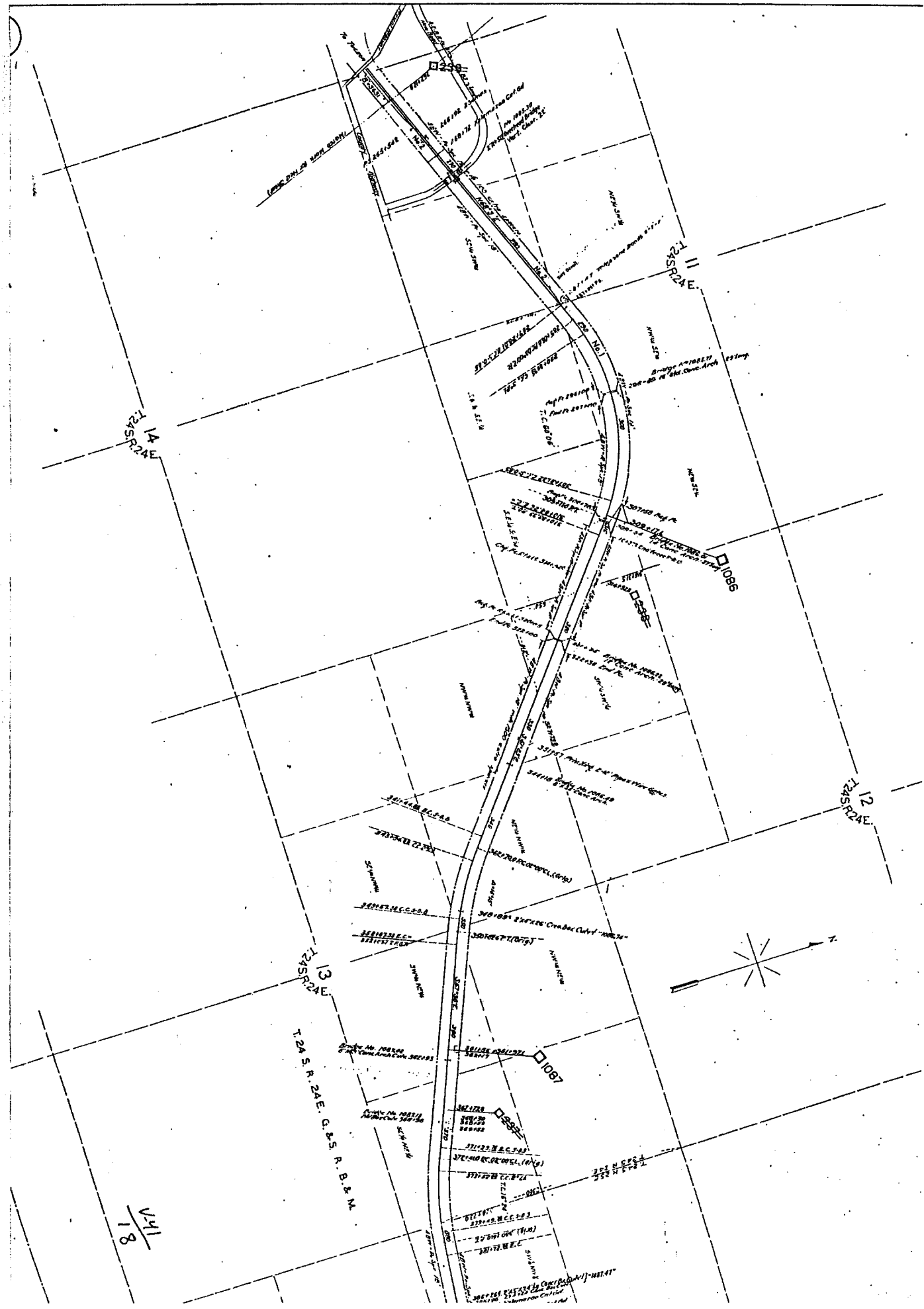
1	United States Govt	U.S.A. & S.P.R.R. Co.	Right of Way Grant	May 25, 1905	Bk 29-93 June 2, 1905	33573		1143	See Note No. 1
2	Arizona & Colorado RR	" " "	Deed	May 25, 1905				1143	" " 2
(Vol.)	E.D.& S.W.R.R.Co. S.P.Co.	County of Cochise	License Agreement	Mar. 18, 1931		Dec. 31/73			Grants use of 0.21 ac. for Overhead Pedestal at E.L. 29+51.5' Also in this Agreement A.T.&S.F.Co. & S.P.Co. grant use of 3.121 ac. for Highway purposes as shown on Pal. Sec. A.E.&P.Co. Surv. 81, map 2 Line No. 2.

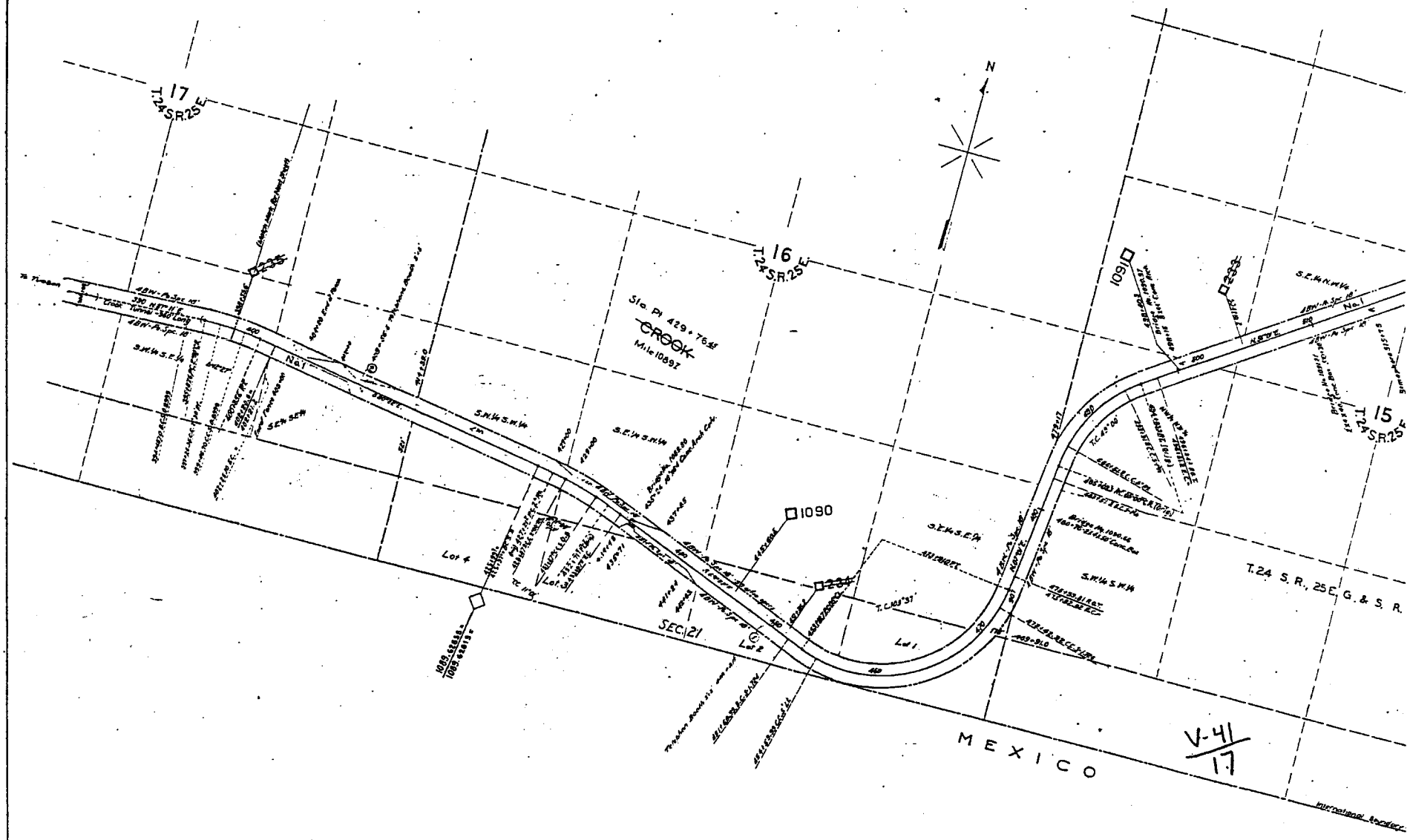
Note No 1- Map filed Mar. 29, 1906, approved May 15, 1906, 96.778 acs. acq'd, 85.133 acs. shown as Par 1, 11.645 acs. same as and incl. in Par. 2.
Note No 2- 69.488 acs. acq'd, 11.645 acs. shown as Par. 2, 58.183 acs. shown as Parcel 2, Map 19.



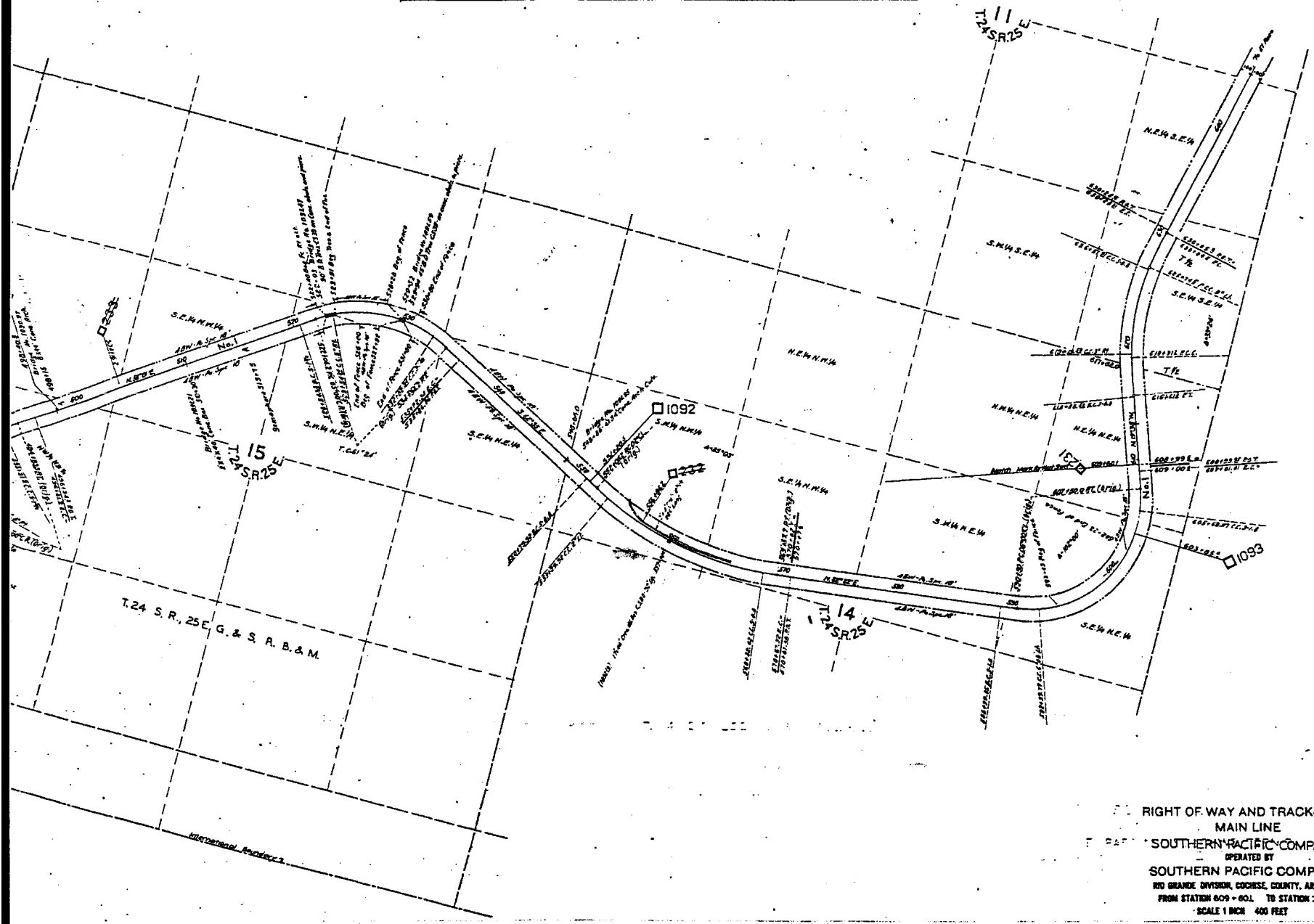
RIGHT OF WAY AND TRACK MAP
MAIN LINE
OF THE
OPERATED BY
SOUTHERN PACIFIC COMPANY
RIO GRANDE DIVISION, COCHISE, COUNTY, ARIZONA
FROM STATION 398+55.9 TO STATION 262+12.8
SCALE 1 INCH 400 FEET

V41
18


T.24 S. R. 24 E. G. & S. R. B. & M.
V-41
18

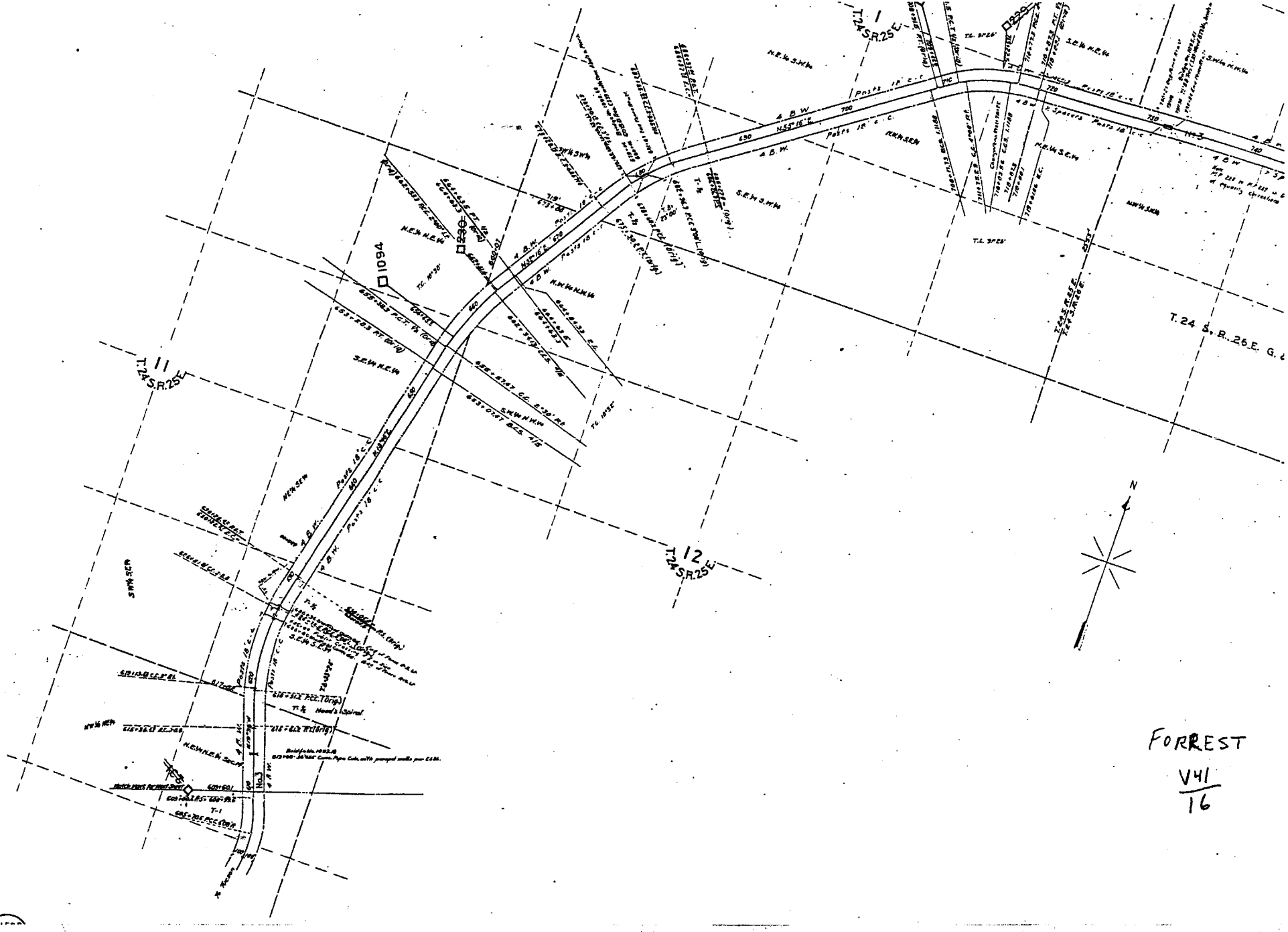

T.24 S.R.25 E.
17
16
15
N
Sta. PI 429 + 76.45
CROOK
M.I.c 10897
1090
1091
SEC. 21
Lot 4
Lot 2
Lot 1
MEXICO
T. 24 S. R., 25 E. G. & S. R.
V-41
17

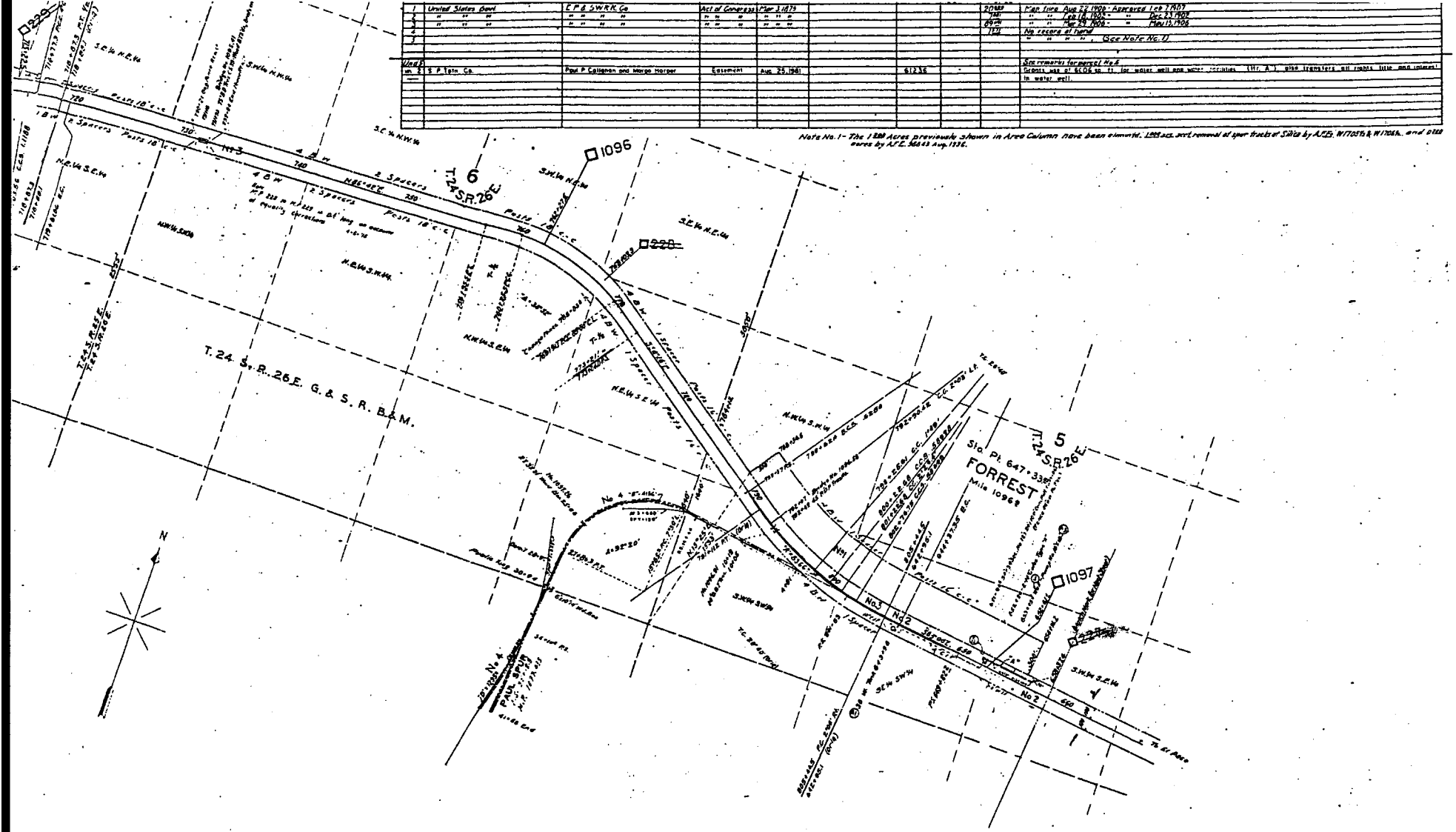
1	United States Govt	C.P. & S.W.R.R. Co	Act of Congress Mar 3 1875					90.59	Map filed Mar 29 1906 – Approved March 15 1906



RIGHT OF WAY AND TRACK MAP
MAIN LINE
SOUTHERN PACIFIC COMPANY
OPERATED BY
SOUTHERN PACIFIC COMPANY
RIO GRANDE DIVISION, COCHISE COUNTY, ARIZONA
FROM STATION 609 + 60.1 TO STATION 398 + 55.6
SCALE 1 INCH 400 FEET

V41
17


T.24 S.R.25 E.
T.24 S.R.25 W.
T.24 S.R.26 E.
11
12
1094
N
FORREST
V41
16



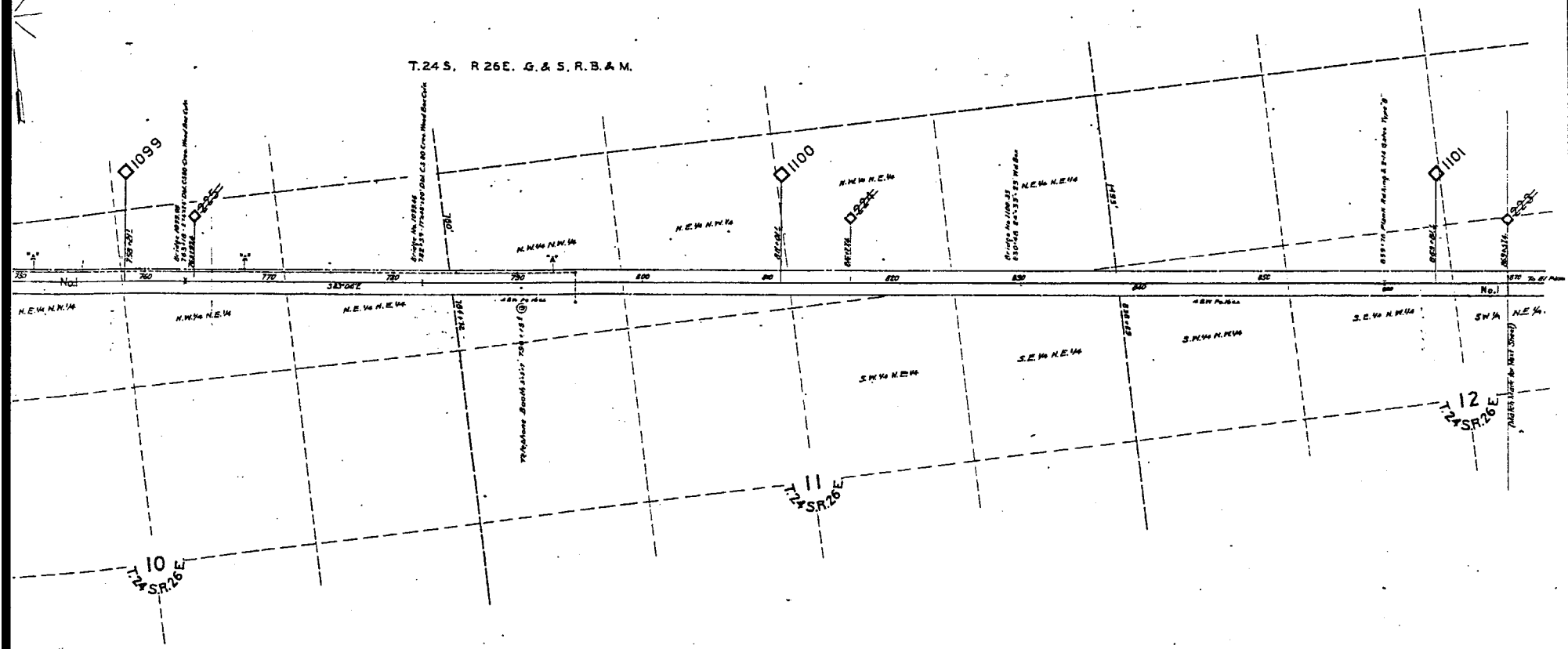
1	United States Govt.	C.P.R.R. & S.W.R.R. Co.	Act of Congress	Mar 3 1875			20989	Map Index Aug 22 1908 - Approved Feb 7 1907
2	" " "	" " "	" " "	" " "			7481	" " " Feb 18 1909 - " Dec 23 1907
3	" " "	" " "	" " "	" " "			8974	" " " Mar 29 1909 - " May 15 1908
4							7121	No record of hand " " " " " See Note No. 1)
5								
6								
7								
Unit								See remarks for parcel No. 6
1	S P Tolin Co.	Paul P Calligan and Margo Harper	Easement	Aug. 25, 1961		61236		Grantor was at EOR to ft. for water well and water facilities (Itr. A), also transfers all rights title and interest in water well

Note No. 1 - The 1.88 Acres previously shown in Area Column have been eliminated, 1.88 acs. wrt removal of spur tracks at Silica by A.F.E. W17051 & W17054, and 0.88 acres by A.F.E. 86643 Aug. 1936.

RIGHT OF WAY AND TRACK MAP
MAIN LINE
EL PASO & SOUTHERN PACIFIC COMPANY COMPANY
OPERATED BY
SOUTHERN PACIFIC COMPANY
RIO GRANDE DIVISION, COCHISE, COUNTY, ARIZONA
FROM STATION TO STATION
SCALE 1 INCH 400 FEET

V41
16

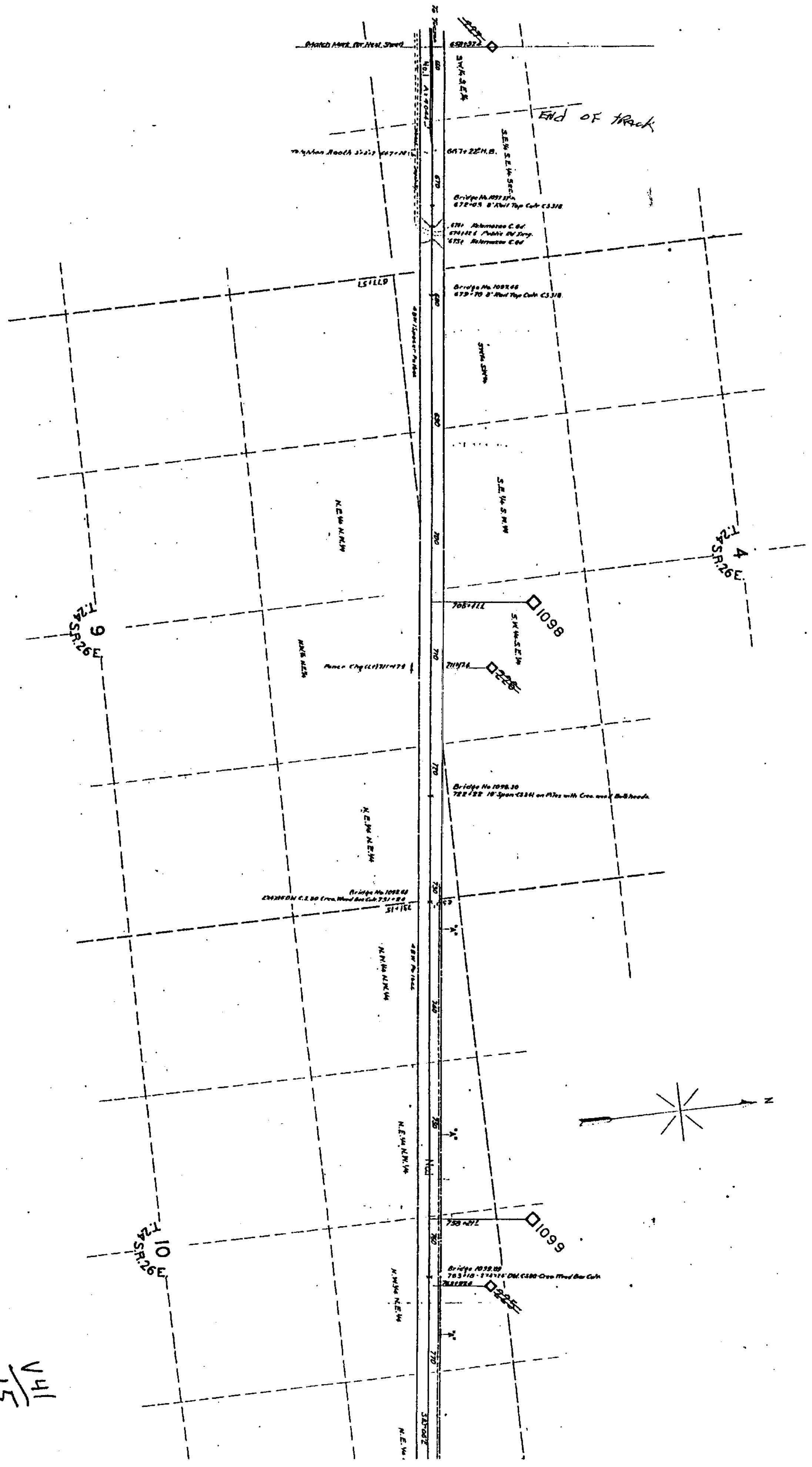
1 Jun 1	United States Govt S. P. Co	C.P.& S.W.R.R. Co Ariz. Public Service Company	Act of Congress License	Mar. 3 1871 Oct. 10, 1966		L 15822		66°19'	Map Like Feb 18 1902 Approved Dec 23 1902 Grants right for a power line crossing, see letter "A"



RIGHT OF WAY AND TRACK MAP
MAIN LINE
EL PASO & SOUTHERN PACIFIC COMPANY
OPERATED BY
SOUTHERN PACIFIC COMPANY
RIO GRANDE DIVISION, COCHISE COUNTY, ARIZONA
FROM STATION 649 + 57.4 TO STATION 658 + 37.4
SCALE 1 INCH 400 FEET

V41
15

61500



Match Mark for Next Sheet
659+37.4
227
S.W.¼ S.E.¼
End of track
667+22 H.B.
S.E.¼ S.E.¼ Sec.
Bridge No. 1097.37
672+05 8' Rail Top Culv. C5318
Bridge No. 1097.46
679+70 8' Rail Top Culv. C5318
S.W.¼ S.W.¼
S.E.¼ S.W.¼
N.E.¼ N.W.¼
4
T.24 S.R.26E.
9
T.24 S.R.26E.
705+11L
1098
S.W.¼ S.E.¼
N.W.¼ N.E.¼
711+76
226
Bridge No 1098.30
722+22 18' Span C33H on Piles with Creo. wood Bulkheads
N.E.¼ N.E.¼
Bridge No 1098.48
N.W.¼ N.W.¼
N.E.¼ N.W.¼
N
10
T.24 S.R.26E.
758+27L
1099
Bridge 1099.09
N.W.¼ N.E.¼
225
N.E.¼

V41/15

	GRANTOR	GRANTEE	INSTRUMENT	DATE	RECORD	CUST'D NO	SQ.FT.	ACRES	REMARKS
1	United States Govt	L.P.&S.W.R.R. Co	Act of Congress	Mar. 3, 1871				83.96	See Note N81
2	Hunn Bros Cattle Co	S.W.R.R. Co. of Arizona	Warr. Deed	Feb. 27, 1901	DB 14-P 512 Mar 18, 1901	13574		13.98	24.43 acs. excld. 11.00 acs. shown as Par 2 on Map 13
3								6.00	No Record at hand
Un. 1	S.P. Tarn Co.	State of Arizona	Easement	Nov. 16, 1970		52959			Grants use of 0.06 acres for kiln and drainage purposes (Letter "A")
Un. 1	Herbert S. Josephson et ux	S.P. Tarn Co.	Quitclaim	Jan. 24, 1972	Inst. 750 P. 376, Jan. 27, 1972	54029			Quitclaims all interest in 8.06 acs (Letter "B")
Un. 2	S.P. Tarn Co.	Phelps Dodge Corp.	Easement	Oct. 31, 1974		Doc. 14113			Grants use of 0.41 acs for private roadway (Letter "C") AFE 2-74245-76

Note - The South Western R.R. Co. of Arizona changed its name to El Paso & South Western R.R. Co. by Charter Amendment dated July 8, 1901.

Note N81 - 96.22 acs. excld. 83.98 acs. shown as Par 1, 12.22 acs. incl. in Par 2 being a 100 ft. strip c.s.t. between Sta. 1052+09 and 1079+00; Map filed Feb. 18, 1902. Approved Dec. 23, 1902.

S. R. B. & M.

Sta. Pl. 1038+05.1

CALUMET

Mile 1104.8

T. 24 S. R. 27 E.

T. 24 S. R. 26 E.

1103

1104

1105

8

9

10

No. 1

No. 2

No. 3

C.& A. SHELTER

RIGHT OF WAY AND TRACK MAP

MAIN LINE

EL PASO & SOUTHERN PACIFIC COMPANY

OPERATED BY

SOUTHERN PACIFIC COMPANY

RIO GRANDE DIVISION, COCHISE COUNTY, ARIZONA

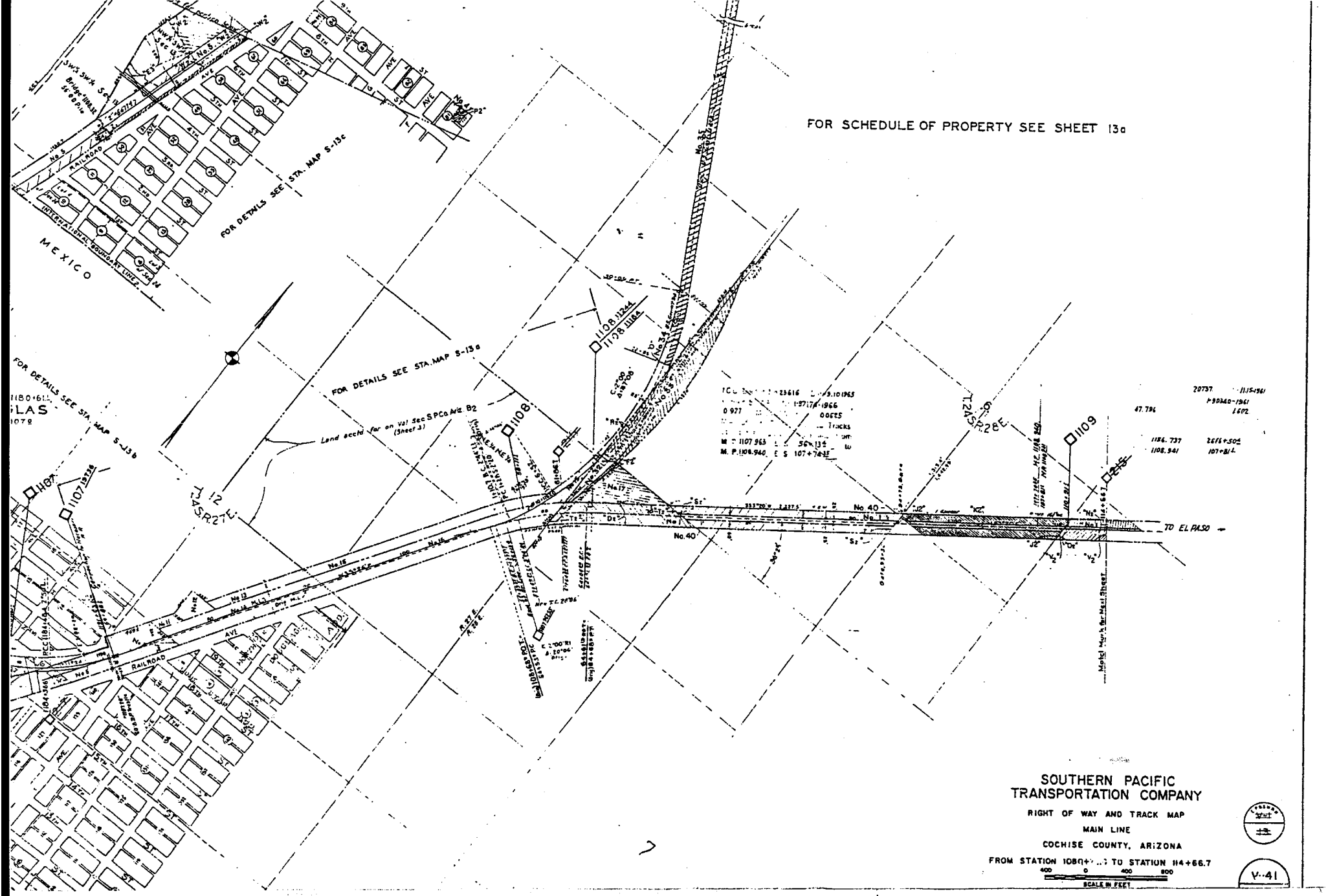
FROM STATION TO STATION

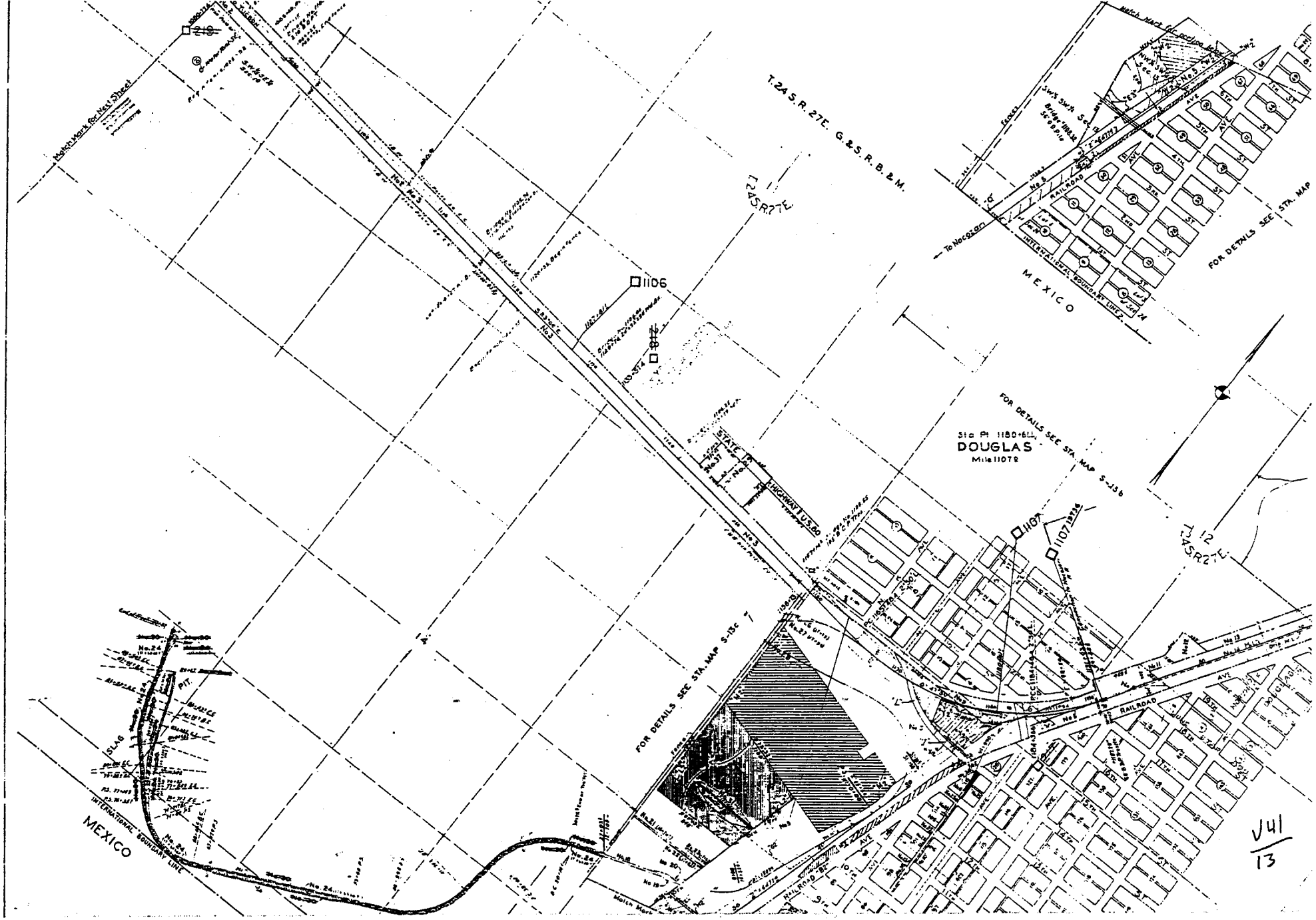
V41

14

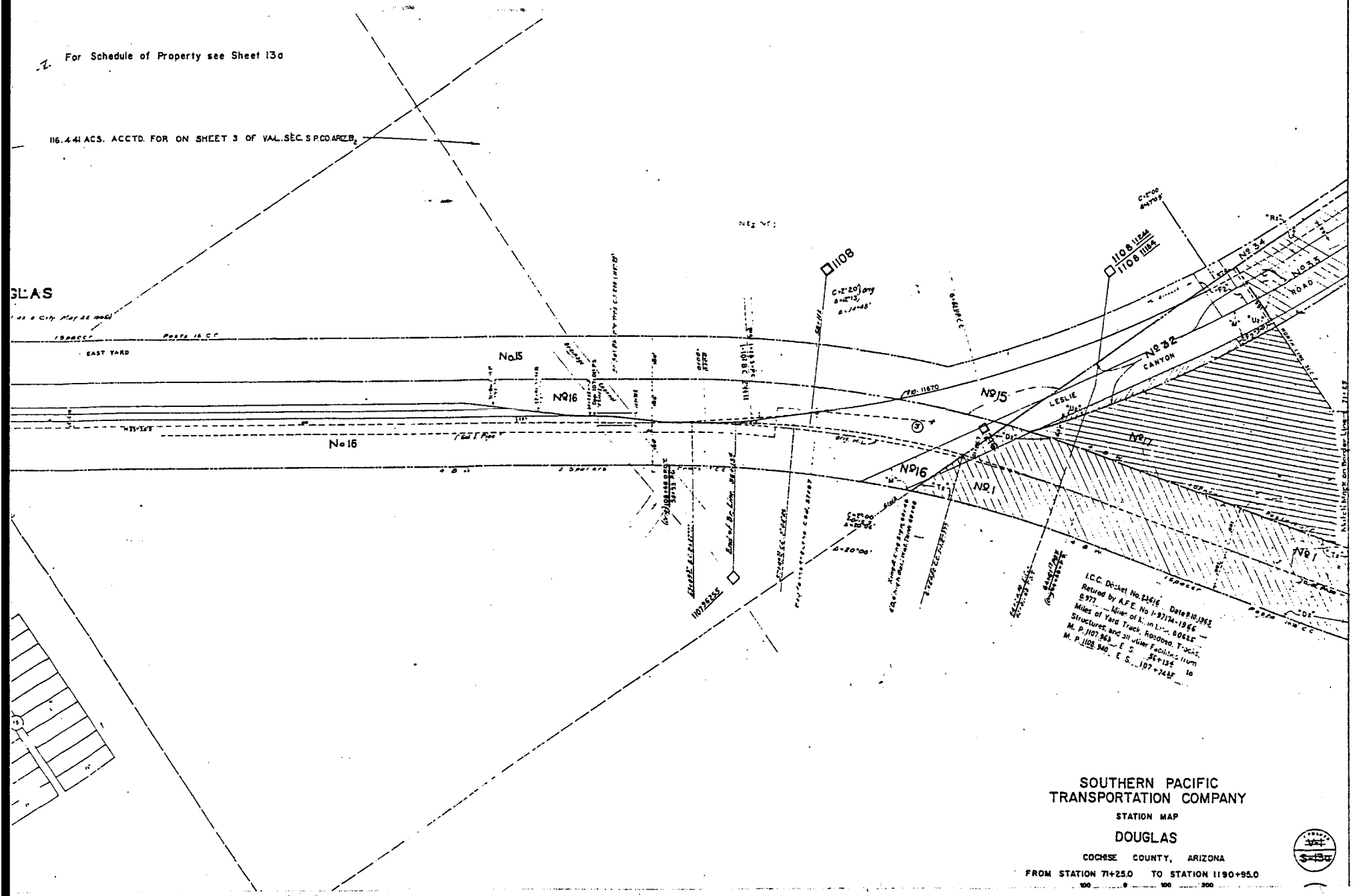

T. 24 S.R.27E. G.& S. R. B:& M.
1102
1103
T.24 S.R.27E.
7
8
No.1
No.1
S.W.¼ N.E.¼ Sec. 12
S.E.¼ N.E.¼ Sec. 12
S.W.¼ N.W.¼
S.E.¼ N.W.¼
S.W.¼ N.E.¼
S.E.¼ N.E.¼
S.W.¼ N.W.¼
N.W.¼ S.E.¼
N.E.¼ S.E.¼
N.W.¼ S.W.¼
N.E.¼ S.W.¼
N.W.¼ S.E.¼
(Match Map on Next Sheet)

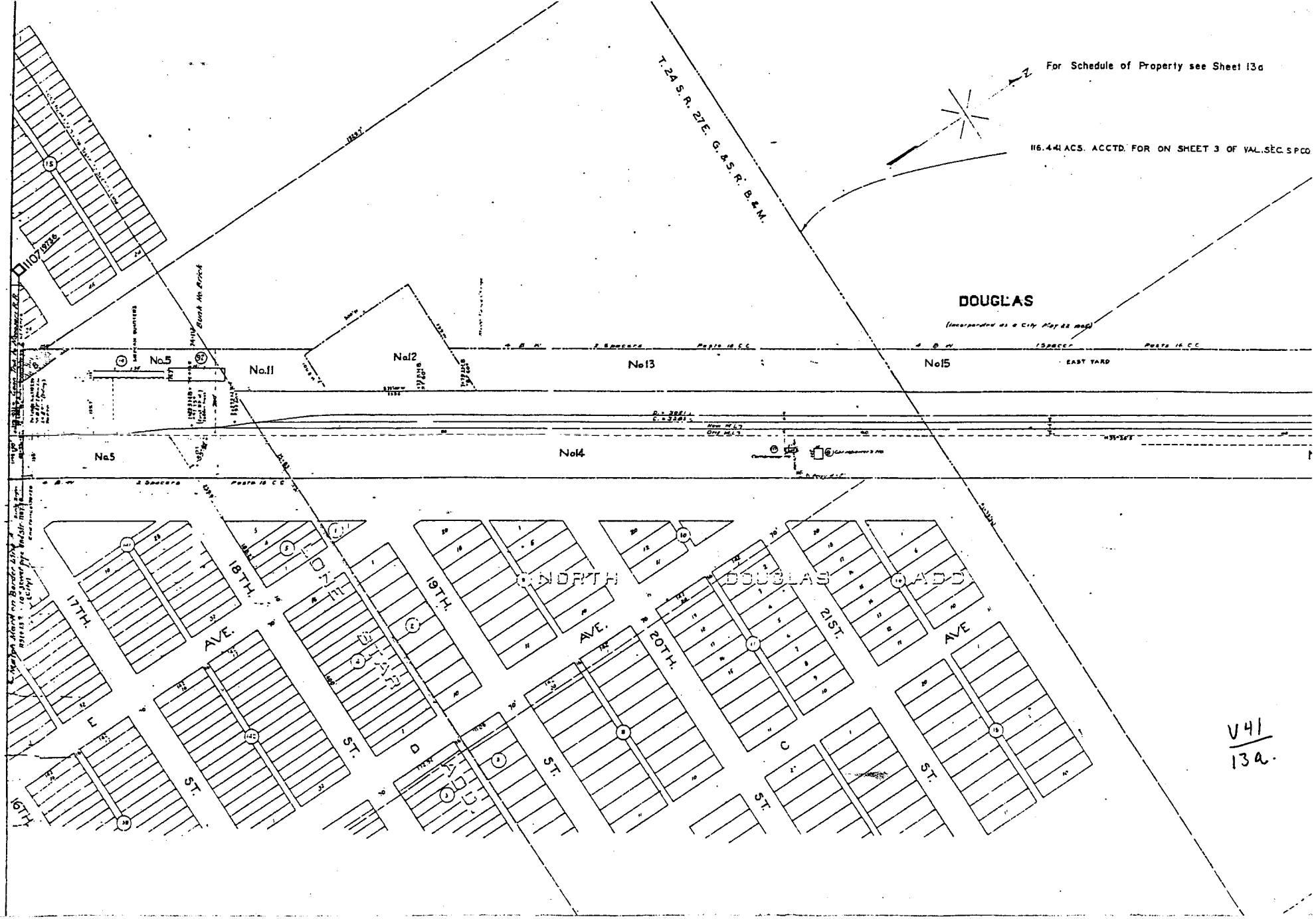
V41
14


FOR SCHEDULE OF PROPERTY SEE SHEET 13a
FOR DETAILS SEE STA. MAP S-13c
FOR DETAILS SEE STA. MAP S-13a
FOR DETAILS SEE STA. MAP S-13b
MEXICO
INTERNATIONAL BOUNDARY LINE
T24S R27E
T24S R28E
TO EL PASO
RAILROAD
No. 40
No. 19
No. 18
No. 15
No. 13
No. 12
No. 11
No. 8
No. 6
No. 5
No. 4
No. 3
No. 2
No. 1
1107
1108
1109
SOUTHERN PACIFIC
TRANSPORTATION COMPANY
RIGHT OF WAY AND TRACK MAP
MAIN LINE
COCHISE COUNTY, ARIZONA
FROM STATION 1080+... TO STATION 114+66.7
400 0 400 800
SCALE IN FEET
V-41

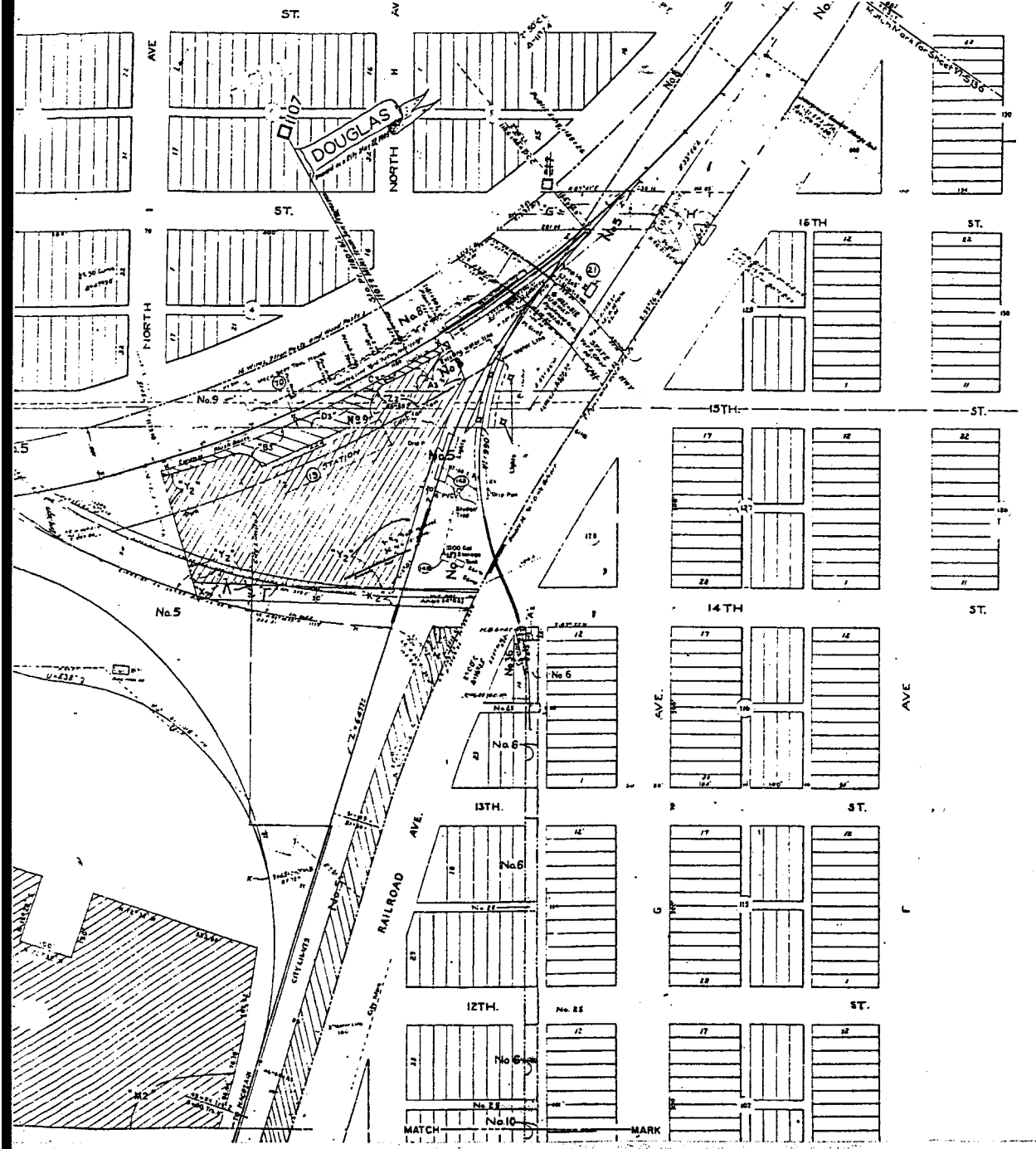

T.24S.R.27E. G.&S.R.B.&M.
T.24S.R.27E.
T.25S.R.27E.
MEXICO
DOUGLAS
Mile 1107.8
Sta Pl 1180+61.1
FOR DETAILS SEE STA. MAP S-13b
FOR DETAILS SEE STA. MAP S-13c
FOR DETAILS SEE STA. MAP S-13
STATE HIGHWAY 1 U.S. 80
RAILROAD
INTERNATIONAL BOUNDARY LINE
PIT
ISLAB
1106
1107
1107+39.8
To Naco-Ariz.
Match Mark for next Sheet
Match Mark for next Sheet

V41
13


For Schedule of Property see Sheet 13a
116.441 ACS. ACCTD. FOR ON SHEET 3 OF VAL. SEC. S.P.CO. ARIZ. B.
GLAS
EAST YARD
No.15
No16
No15
No16
No1
No32
CANYON
LESLIE
ROAD
1108
1108 1108A 1108B
I.C.C. Docket No. 23616 Date 8.10.1965
Retired by A.F.E. No 1-97174-1966
9.977 — Miles of Main Line, 8.065 — Miles of Yard Track, Roadbed, Ties, Structures, and all other Facilities from M. P. 1107.963 — E. S. 56+13.5 to M. P. 1108.940 — E. S. 107+74.5
SOUTHERN PACIFIC TRANSPORTATION COMPANY
STATION MAP
DOUGLAS
COCHISE COUNTY, ARIZONA
FROM STATION 71+25.0 TO STATION 1190+95.0

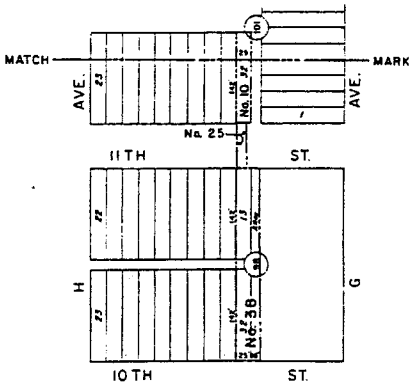

For Schedule of Property see Sheet 13a
116.441 ACS. ACCTD. FOR ON SHEET 3 OF VAL. SEC. S P CO
T. 24 S. R. 27 E. G. & S. R. B. & M.
DOUGLAS
(Incorporated as a City May 22 1908)
No.5
No.11
No.12
No.13
No.15
EAST YARD
No.5
No.14
NORTH DOUGLAS ADD
17TH. AVE.
18TH. AVE.
19TH. AVE.
20TH. AVE.
21ST. AVE.
E ST.
D ST.
C ST.
16TH ST.

V41
13a.



FOR SCHEDULE OF PROPERTY SEE SHEET 13a.

DETAIL "A"



SOUTHERN PACIFIC
TRANSPORTATION COMPANY

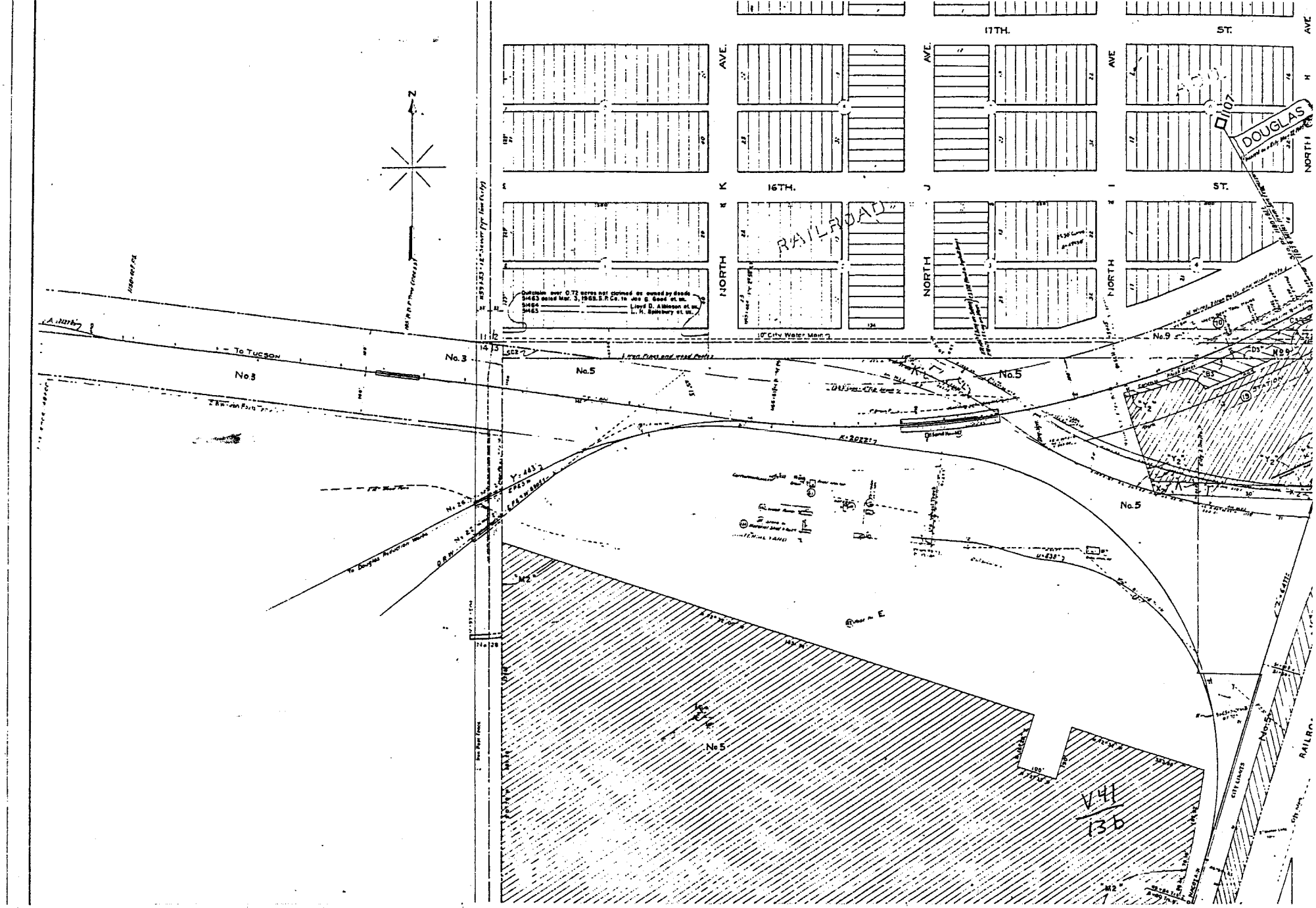
STATION MAP

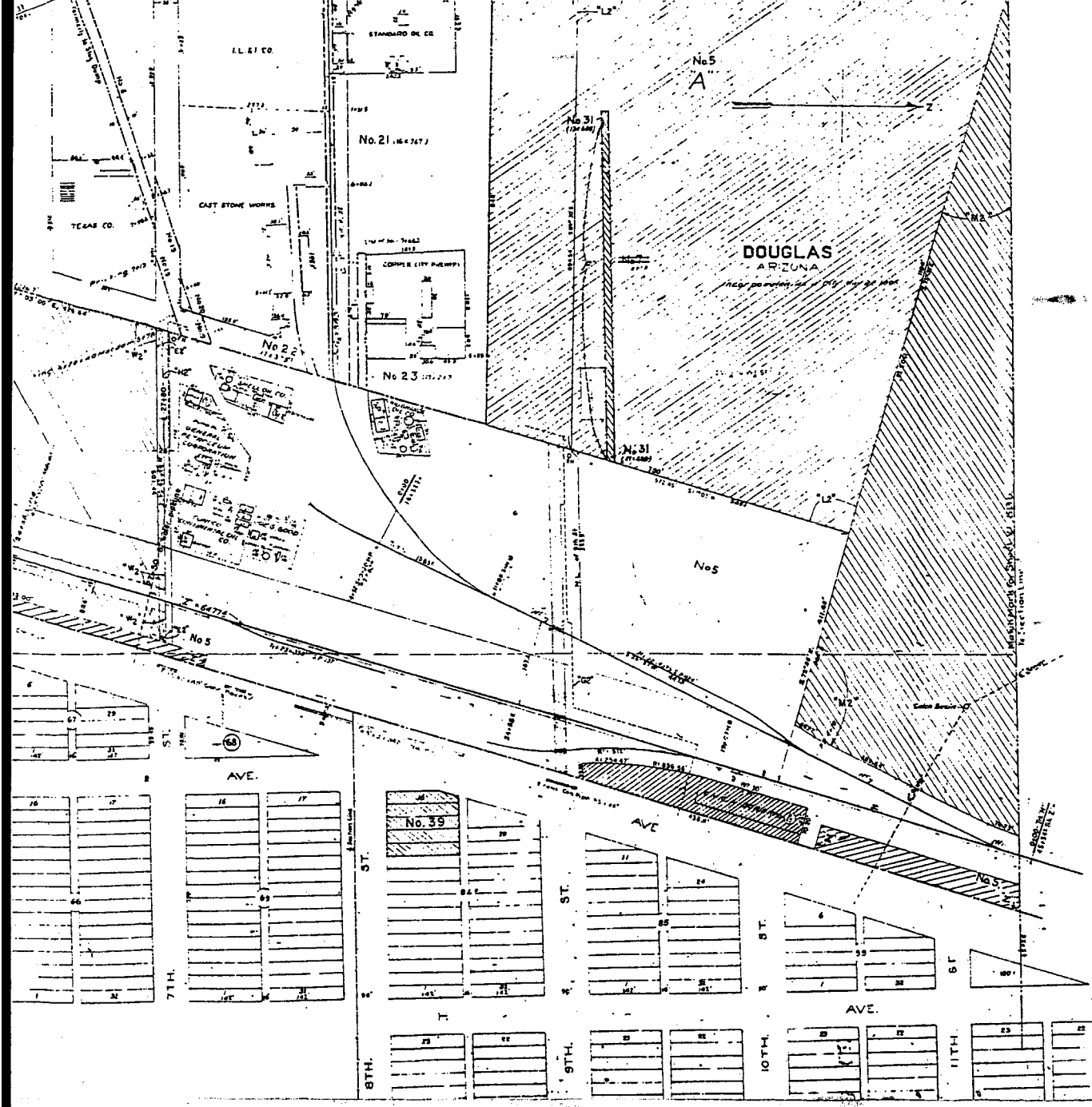
DOUGLAS

COCHISE COUNTY, ARIZONA

FROM STATION 1190+95 TO STATION 1153+00

V-41


17TH.
ST.
AVE.
16TH.
NORTH
RAILROAD
DOUGLAS
To TUCSON
No.3
No.5
No.9
No.29
No.28
No.26
10" City Water Main
Outclaim over 0.72 acres not claimed as owned by deeds
Lloyd D. Atkinson et ux.
L. H. Salisbury et ux.
To Douglas Aviation Works
RAILRO.
V41
136



FOR SCHEDULE OF PROPERTY SEE SHEET 13a

SOUTHERN PACIFIC
TRANSPORTATION COMPANY

STATION MAP

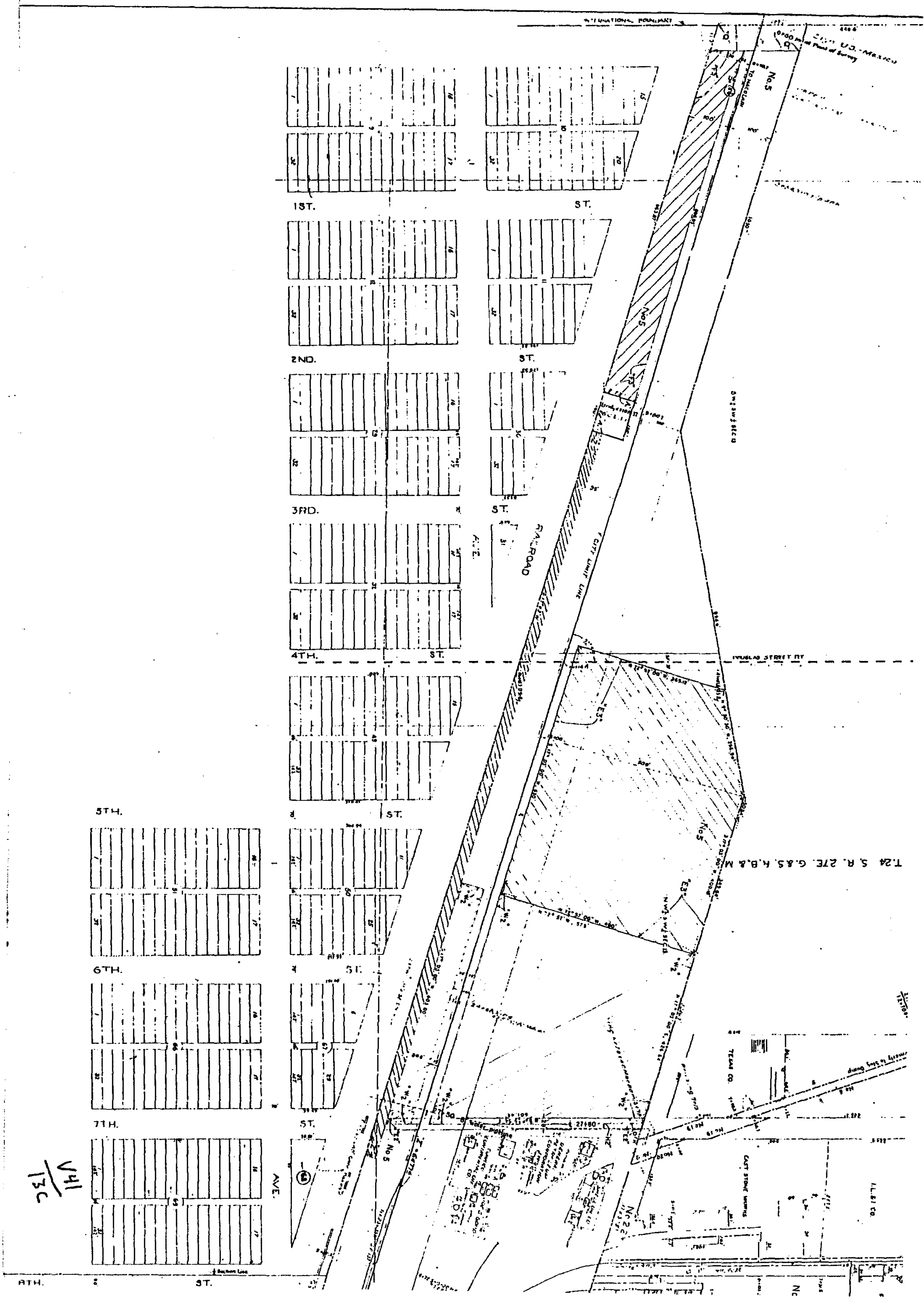
DOUGLAS

COCHISE COUNTY, ARIZONA

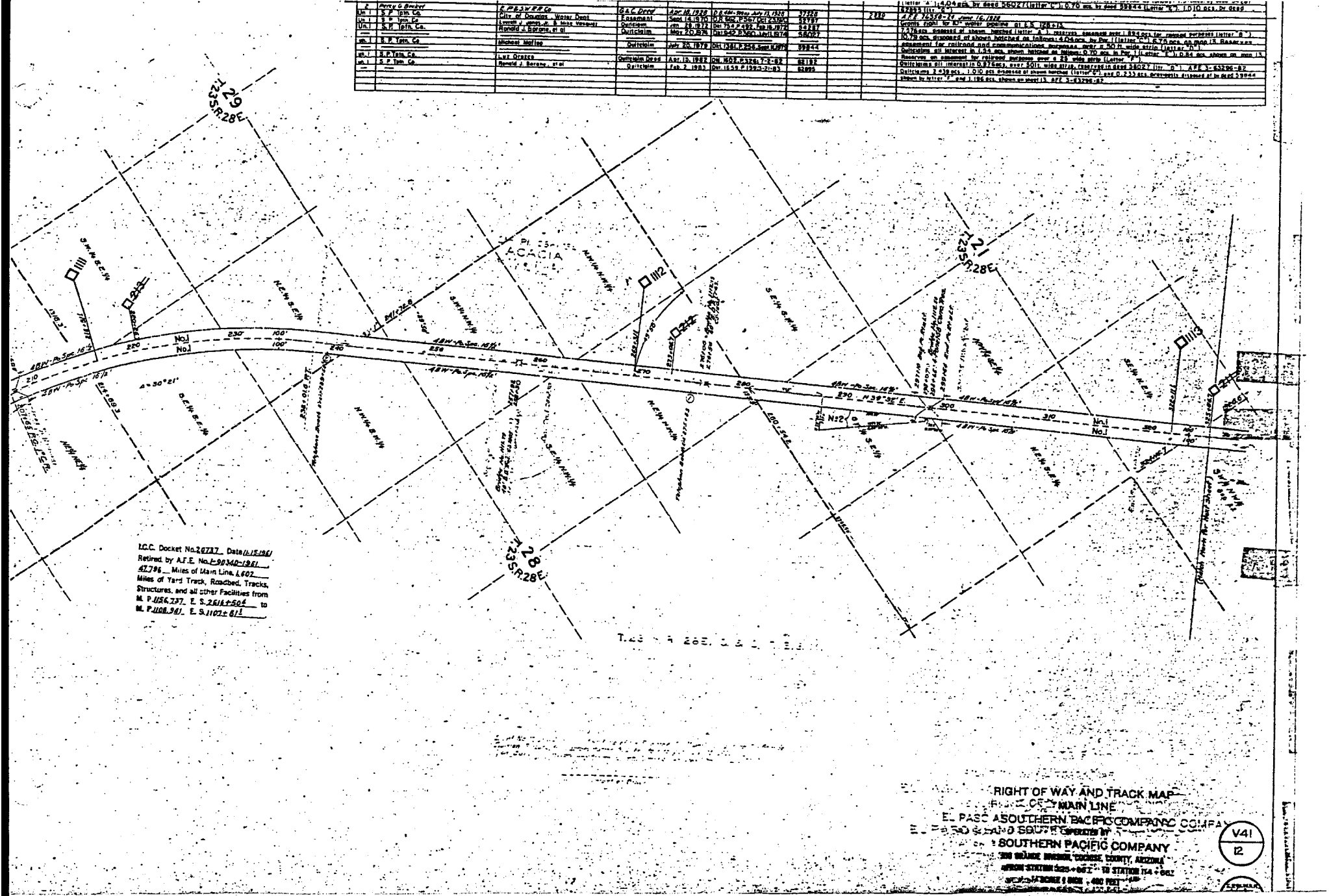
FROM STATION 0+00 TO STATION 45+25

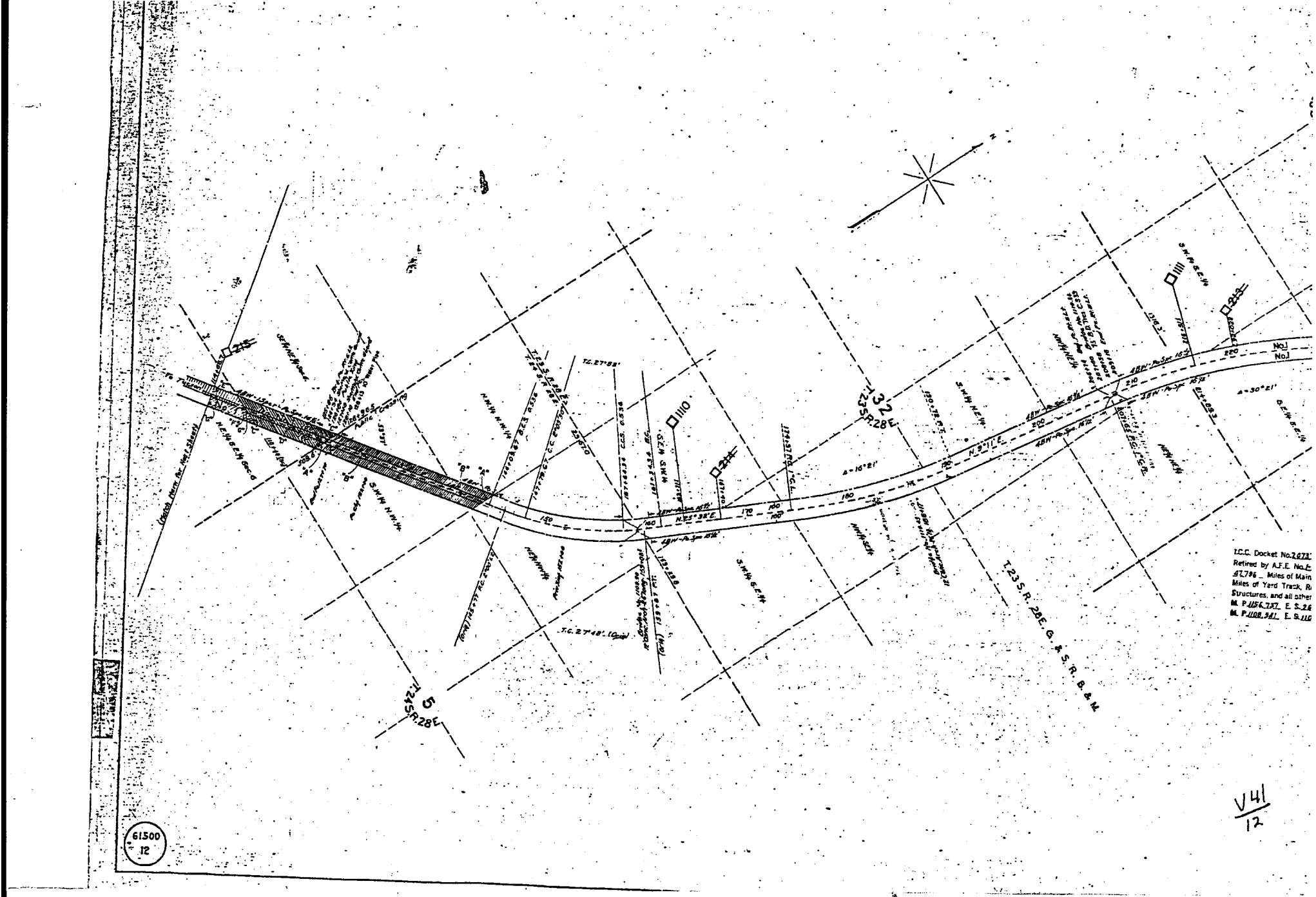
100 0 100 200

V-41



INTERNATIONAL BOUNDARY
1ST.
ST.
2ND.
ST.
3RD.
ST.
4TH.
ST.
5TH.
ST.
6TH.
ST.
7TH.
ST.
8TH.
ST.
AVE.
RAILROAD
CITY LIMIT LINE
No.5
TEXAS CO.
V41
13C


T.12 S.R.28 E.
T.23 S.R.28 E.
T.23 S.R.28 E.
T.23 S.R.28 E.
POMERENE
I.C.C. Docket No. 20737 Date 11-15-1961
Retired by A.F.E. No. F-90340-1981
47.796 Miles of Main Line, 1.602 Miles of Yard Track, Roadbed, Tracks, Structures, and all other Facilities from M. P. 1156.737 E. S. 2618+50.4 to M. P. 1108.941 E. S. 1107+61.1
RIGHT OF WAY AND TRACK MAP
MAIN LINE
EL PASO & SOUTHERN PACIFIC COMPANY
SOUTHERN PACIFIC COMPANY
V41
12


T.23 S.R.28E.
T.24 S.R.28E.
T.23 S.R.28E. G. & S. R. B. & M.
I.C.C. Docket No.2073
Retired by A.F.E. No.
47.796 Miles of Main
Miles of Yard Track, R
Structures, and all other
M. P. 1156.737 E. S. 2.6
M. P. 1108.941 E. S. 11.0
V41
12
61500
12