



Mack H. Shumate, Jr.
Senior General Attorney, Law Department

April 11, 2008

E-Filed

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

**REPLY TO NEVADA CENTRAL RAILROAD'S
MOTION TO EXTEND TOLLING PERIOD AND COMPEL**

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

Dear Ms. Quinlan:

Attached hereto for filing in the above-referenced matter is Union Pacific Railroad Company's Reply to Nevada Central Railroad's Motion to Extend Tolling Period and Compel.

Very truly yours,
A handwritten signature in black ink, appearing to read "Mack H. Shumate, Jr.", written over the closing "Very truly yours,".

cc: Robert Allen Kemp
Chief Executive Officer
Nevada Central Railroad

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BEFORE THE
SURFACE TRANSPORTATION BOARD

Docket No. AB-33 (Sub-No. 230X)

UNION PACIFIC RAILROAD COMPANY
-- ABANDONMENT EXEMPTION --
IN LASSEN COUNTY, CALIFORNIA AND WASHOE COUNTY, NEVADA
(FLANIGAN INDUSTRIAL LEAD)
(SUSANVILLE INDUSTRIAL LEAD)

**REPLY TO NEVADA CENTRAL RAILROAD'S MOTION
TO EXTEND TOLLING PERIOD AND COMPEL**

UNION PACIFIC RAILROAD COMPANY
Mack H. Shumate, Jr., Senior General Attorney
101 North Wacker Drive, Room 1920
Chicago, Illinois 60606
(312) 777-2055
(312) 777-2065 FAX

Dated: April 11, 2008
Filed: April 11, 2008

In a motion filed with the Board on April 9, 2008 ("Motion"), Nevada Central Railroad ("NCR") requested a continuation of the tolling of the time period for filing an Offer of Financial Assistance ("OFA"), until ten days after Union Pacific Railroad Company ("UP") supplied to NCR information in support of its Net Liquidation Value ("NLV") estimate for the Line proposed for abandonment. Further tolling of the OFA submission period is inappropriate, as UP has already provided all required NLV information.

As provided by Board regulations, and as the Board stated in its February 2, 2007 decision in this matter, NCR's time period for filing an OFA following receipt of UP's NLV materials was ten days. On two occasions, UP provided NLV information to NCR in accordance with 49 C.F.R. §1152.27—the original NLV estimate on April 16, 2007, and an updated NLV on April 10, 2008, documenting the change in the Line's value during the April 2007 through April 2008 time period. UP's two NLV estimates are attached as Exhibits 1 and 2.¹ Despite having had proper NLV information in hand for nearly a year, NCR has not submitted an OFA for purchase of the Line.

As UP informed the Board in its March 27, 2008 Notice and Request in this matter, although three parties initially filed Notices of Intent to File an OFA—RTI Rail Services, Inc., Tulare Valley Railroad Company, and NCR—none of them have since done so. And while UP supplied proper NLV estimates to each party, only NCR has disputed the estimate's adequacy.

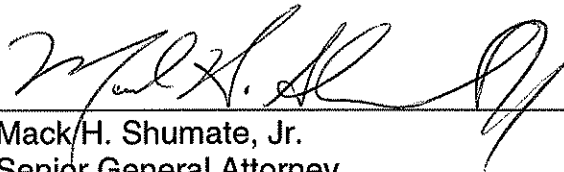
UP therefore respectfully requests that the Board acknowledge that UP has provided the NLV information requested by the Potential Offerors, including NCR, in accordance with Board regulations. UP further requests removal of the tolling of the

¹ Due to the size and scale of valuation maps included as part of UP's April 16, 2007 NLV estimate, they are not included as part of Exhibit 1.

time period for filing of submissions of Offers of Financial Assistance, thereby allowing NCR until April 20, 2008 to file an OFA with the Board.

Dated this 11th day of April, 2008.

Respectfully submitted,
UNION PACIFIC RAILROAD COMPANY

A handwritten signature in black ink, appearing to read "Mack H. Shumate, Jr.", is written over a horizontal line.

Mack H. Shumate, Jr.
Senior General Attorney
101 North Wacker Drive, Room 1920
Chicago, Illinois 60606
(312) 777-2055
(312) 777-2065 FAX



April 10, 2008

Via Email and Express

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

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

Dear Mr. Kemp:

In accordance with Union Pacific Railroad Company's ("UP") letter to Nevada Central Railroad ("NCR") dated April 4, 2008, please find the detailed spreadsheet establishing updated net liquidation value (NLV) for the track structure on the subject Line.

Metals prices have risen significantly since the original NLV information was supplied to you in my letter dated April 16, 2007. The value is lower due to a statistical decline in the condition as a result of the passage of time since April 16, 2007. The NLV for the track structure is now \$3,070,836. Real Estate values remain unchanged for the Line at \$116,679. Therefore, the total NLV for the Line is now \$3,187,515.

April 10, 2008
Mr. Robert Allen Kemp
Chief Executive Officer
Nevada Central Railroad
c/o Aviation Technologies, Ltd.

Again, as stated in my letter of April 4, 2008, if NCR desires to make an offer of financial assistance for the Line, the UP would appreciate receiving a formal written indication that the NCR proposes to make such a filing with the Surface Transportation Board. The UP has waited almost one year for a response to the NLV information previously provided in April, 2007.

Sincerely,

Raymond E. Allamong, Jr.
Raymond E. Allamong, Jr.
Senior Manager Rail Line Planning

Enclosure

cc: Mack H. Shumate, Jr.

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NET LIQUIDATION VALUE OF TRACK & BRIDGES

04/10/08

MODOC SUB (Flanigan Ind Ld) (MP 360.10 Wendel, CA TO MP 338.33 Flanigan, NV)

M.P. 338.33 TO 360.10 = 21.77 TRACK MILES
 MISCELLANEOUS SIDINGS 5.30
 Other tracks (Susanville Br.) 0.62
27.69 TOTAL T.M.S

TRACK COMPONENTS

Rail Weight	RAIL		OTM	SWITCHES				NET TONS
	Track Miles	Net Tons	Net Tons	No. 7	No. 8.5 & No. 9	No. 14 & No. 10	Net Tons	
136#		0.00	0.00				0.00	0.00
133#		0.00	0.00				0.00	0.00
132#		0.00	0.00				0.00	0.00
131#		0.00	0.00				0.00	0.00
119#	3.83	802.16	234.83			1	5.73	1042.72
116#		0.00	0.00				0.00	0.00
113#	5.62	1117.71	323.04			1	4.63	1445.37
113# CWR	1.60	318.21	66.31				0.00	374.51
112#	10.19	2098.85	586.73			3	13.88	2688.26
112# CWR	0.09	17.74	2.78				0.00	20.52
110#	3.09	598.22	164.28			5	18.88	781.38
100#	0.00	0.00	0.00				0.00	0.00
90#	2.32	367.49	90.71			2	7.21	465.40
86#	0.00	0.00	0.00				0.00	0.00
80#	0.27	38.02	7.71			2	7.27	52.99
76#	0.68	88.76	19.61				0.00	109.37
Total:	27.69	5357.95	1486.00				57.68	6900.62

TIES

SWITCH TIES	938 EA
CROSS TIES	82474 EA
TOTAL WOOD TIES	83,412 EA

VALUE OF TRACK COMPONENTS

MAIN & SIDE TRACKS:	2,044.78 N.T. x	\$580.00 /N.T. =	\$1,185,973	Reroll Rail
MAIN & SIDE TRACKS:	1,180.94 N.T. x	\$395.00 /N.T. =	\$466,471	Scrap Rail
MAIN & SIDE TRACKS:	2,132.23 N.T. x	\$650.00 /N.T. =	\$1,385,960	No 2 Quai Rail
Turnouts:	14.00 ea. x	\$5,150.00 ea. =	\$72,100	SH #10 T.O.s
O.T.M. & Turnouts:	265.00 N.T. x	\$570.00 /N.T. =	\$151,050	Scrap Material
TIE PLATES:	0 ea. x	\$2.50 ea. =	\$0	SH Relay Tie Plates 14" & 16"
TIE PLATES:	0 ea. x	\$1.90 ea. =	\$0	Tie Plates 8x13
SWITCH & CROSS TIES :	20,019 ea. x	\$9.00 ea. =	\$180,170	Reusable Ties
SWITCH & CROSS TIES :	26,858 ea. x	\$5.00 ea. =	\$129,289	Landscape Ties #1
SWITCH & CROSS TIES :	16,682 ea. x	\$3.00 ea. =	\$50,047	Landscape Ties #2
SWITCH & CROSS TIES :	20,853 ea. x	\$0.00 ea. =	\$0	Scrap Ties

TOTAL TRACK VALUE \$3,621,050

BRIDGE VALUE \$2,979

TOTAL VALUE \$3,623,969

REMOVAL COSTS

TRACK REMOVAL	27.69 T.M.s @	\$8,500 Per Mile	\$235,359
SWITCH & CROSSTIES	83412 Ea. @	\$3.00 Ea.	\$250,236
ROAD CROSSING REMOVAL	264 FT. @	\$90.00 Per Ft.	\$23,760
BRIDGE REMOVAL COST			\$43,778

TOTAL REMOVAL \$553,132

NET LIQUIDATION VALUE

\$3,070,836

Value of Material Railroad will retain	\$351,220
Labor associated with Material retained by Railroad	\$141,300



April 16, 2007

Mr. Robert Alan Kemp, Chairman & CEO
Aviation Technologies, Ltd.
Acting Representative and Legal Resident Agent for,
Nevada Central Railroad
4959 Talbot Lane, Unit No. 69
Reno, NV 89509

Dear Mr. Kemp:

In your November 8, 2006 submittal to the Surface Transportation Board indicating Nevada Central Railroad's (NCR) intent to file an Offer of Financial Assistance for the Union Pacific Railroad Company (UP) line running through Lassen County, CA and Washoe County, NV, as described in AB-33 (Sub-No. 230X) (the "Line"), you requested information from UP, "...deemed relevant to enable NCR to calculate the net liquidation value of the line and the minimum purchase price which the Union Pacific Railroad seeks for the property."

In compliance with your request and the Surface Transportation Board decision served February 2, 2007, I am enclosing in the same package as this letter the following documentation with regard to the Line:

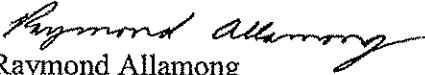
1. A worksheet depicting UP's calculation of the Net Liquidation Value ("NLV") of the track structure. The calculations include material quantities, rail weights, and judgments as to condition as prepared by UP's Engineering Department.
2. A worksheet prepared by UP's Real Estate Department depicting the NLV of the right of way, calculated by parcel and showing parcel areas, and portraying adjustments made so that only parcels held in fee are valued.
3. Right of way maps showing parcel locations and tables of the original acquisition of those parcels.
4. Track "profiles" showing curvature and grade.
5. The current timetable data for the Line.

Marketing & Sales

UNION PACIFIC RAILROAD
1400 Douglas St., Stop 1350, Omaha, NE 68179-1350

Please direct any questions regarding this material to me at my email address,
reallamo@up.com.

Sincerely,


Raymond Allamong
Senior Manager Rail Line Planning

Cc: Mr. Vernon Williams, Surface Transportation Board (cover letter).

Notes on Enclosed Materials

1. Net Liquidation Value (NLV) of Track. The enclosed spread sheet shows that the NLV of the Flanigan Industrial Lead from milepost 338.33 near Flanigan to milepost 360.10 near Wendel, including various side/yard tracks within the abandonment limits and the remnant of the Susanville line, is \$2,228,104. As per the OFA rules, the value is net of cost of removal.

2. Net Liquidation Value of Right of Way. The enclosed appraisal spread sheet, though titled with the Flanigan (former Modoc) line mileposts alone, does include the Susanville line parcels as well (the last ones in valuation series CA V-114). Though you will note that as a preliminary step all parcels were valued to obtain an "Across the Fence Value" (ATF), the right half of the spreadsheet shows the adjustments made to convert ATF to NLV, which appears in the third column from the right. In line with the OFA rules, only those parcels for which UP holds fee title are included in the NLV total of \$116,679.

The total NLV of the Flanigan and Susanville lines approved for abandonment, both track and land, is thus \$2,344,783.

3. Valuation Maps. Look in the lower right hand corner of the maps to find the series and the map number, which can then be keyed back to the valuation worksheet. Original acquisition information is shown in the small schedules on the maps.

4. Track Profiles. These diagrams comprise the engineering summary of the line including such items as curvature, rise and fall, location and type of bridges, and location of grade crossings. There is no separate profile for the remnant of the Susanville line.

5. Timetable. I have attached the published timetable pages that include the Flanigan line. The information is obsolete in a few ways. Juniper is near Alturas north of what is now the abandonment gap that starts at Wendel; also, as you know, Sierra Pacific is gone. Finally, I believe the current default speed is ten miles per hour per general order.

NET LIQUIDATION VALUE OF TRACK & BRIDGES

04/16/07

MODOC SUB (Flanigan Ind Ld) (MP 360.10 Wendel, CA TO MP 338.33 Flanigan, NV)

M.P. 338.33 TO 360.10 = 21.77 TRACK MILES
 MISCELLANEOUS SIDINGS 5.30
 Other tracks (Susanville Br.) 0.62
27.69 TOTAL T.M.S

TRACK COMPONENTS

Rail Weight	RAIL		OTM	SWITCHES			Net Tons	NET TONS
	Track Miles	Net Tons	Net Tons	No. 7	No. 8.5 & No. 9	No. 14 & No. 10		
136#		0.00	0.00				0.00	0.00
133#		0.00	0.00				0.00	0.00
132#		0.00	0.00				0.00	0.00
131#		0.00	0.00				0.00	0.00
118#	3.83	802.16	234.83			1	5.73	1042.72
115#		0.00	0.00				0.00	0.00
113#	5.89	1171.40	338.56			1	4.63	1514.59
113# CWR	0.95	188.94	33.43				0.00	222.37
112#	10.57	2083.56	607.57			3	13.88	2705.01
112# CWR	0.09	17.74	2.78				0.00	20.52
110#	3.09	598.22	164.28			5	18.88	781.38
100#	0.00	0.00	0.00				0.00	0.00
90#	2.32	367.49	90.71			2	7.21	465.40
85#	0.00	0.00	0.00				0.00	0.00
80#	0.27	38.02	7.71			2	7.27	52.99
75#	0.68	89.76	19.61				0.00	109.37
Total:	27.69	5357.28	1499.48				57.58	6914.35

TIES

SWITCH TIES 938 EA
 CROSS TIES 82474 EA
TOTAL WOOD TIES 83,412 EA

VALUE OF TRACK COMPONENTS

MAIN & SIDE TRACKS: 2,044.58 N.T. x \$335.00 /N.T. = \$684,934 Reroll Rail
 MAIN & SIDE TRACKS: 1,180.81 N.T. x \$310.00 /N.T. = \$366,050 Scrap Rail
 MAIN & SIDE TRACKS: 2,131.90 N.T. x \$550.00 /N.T. = \$1,172,543 No 2 Qual Rail
 Turnouts: 14.00 ea. x \$5,150.00 ea. = \$72,100 SH #10 T.O.s
 O.T.M. & Turnouts: 265.00 N.T. x \$345.00 /N.T. = \$91,425 Scrap Material
 TIE PLATES: 0 ea. x \$2.50 ea. = \$0 SH Relay Tie Plates 14" & 16"
 TIE PLATES: 0 ea. x \$1.90 ea. = \$0 Tie Plates 8x13
 SWITCH & CROSS TIES : 20,853 ea. x \$9.00 ea. = \$187,677 Reusable Ties
 SWITCH & CROSS TIES : 27,526 ea. x \$5.00 ea. = \$137,630 Landscape Ties
 SWITCH & CROSS TIES : 16,682 ea. x \$3.00 ea. = \$50,047 Landscape Ties
 SWITCH & CROSS TIES : 18,351 ea. x \$0.00 ea. = \$0 Scrap Ties

TOTAL TRACK VALUE \$2,762,406

BRIDGE VALUE \$2,918

TOTAL VALUE \$2,765,324

REMOVAL COSTS

TRACK REMOVAL 27.69 T.M.s @ \$8,500 Per Mile \$235,359
 SWITCH & CROSSTIES 83412 Ea. @ \$3.00 Ea. \$250,236
 ROAD CROSSING REMOVAL 264 FT. @ \$85.00 Per Ft. \$22,440
 BRIDGE REMOVAL COST \$29,185

TOTAL REMOVAL \$537,220

NET LIQUIDATION VALUE

\$2,228,104

Value of Material Railroad will retain \$279,102
 Labor associated with Material retained by Railroad \$143,802

4/16/2007		Market Value - Modoc Subdivision MP 338.33 to MP 360.10; Flanigan (Washoe County Nevada) to Wendel (Lassen County California).																		
Property Description (1)				Value Segment (2)			Across the Fence (3)		Non-Corridor Highest and Best Use (4)			Adjustments to Across the Fence Value			Value (8)					
LMS ID	Map #	Parcel #	Area (acres)	No.	South Extent	North Extent	Land Use	Unit Value	Segment Value	Stand-alone	Com-bine	Use	Parcel (5)	Physical (6)	Economic (7)	Per Acre	Aggregate	% ATF	% Total	
SPTCo. NV V-9; Rps ID # 14598	178515	17	9	3.165	1	North of Flanigan @ Mile Post 338.33	California - Nevada state line	desert	\$150	\$475	0%	100%	desert	-25%	-10%	0%	\$101	\$320	67.5%	0.3%
	178516	17	10	3.632					\$150	\$545	0%	100%		-25%	-10%	0%	\$101	\$368	67.5%	0.3%
	178517	17	11	6.788					\$150	\$1,018	0%	100%		-25%	-10%	0%	\$101	\$687	67.5%	0.6%
	178518	17	12	10.468					\$150	\$1,570	0%	100%		-25%	-10%	0%	\$101	\$1,060	67.5%	0.9%
	178519	17	14	0.385					\$150	\$58	0%	100%		-25%	-10%	0%	\$101	\$39	67.5%	0.0%
	178520	18	1	1.515					\$150	\$227	0%	100%		-25%	-10%	0%	\$101	\$153	67.5%	0.1%
	178521	18	2	20.076					\$150	\$3,011	0%	100%		-25%	-10%	0%	\$101	\$2,033	67.5%	1.7%
	178522	18	3	15.807					\$150	\$2,371	0%	100%		-25%	-10%	0%	\$101	\$1,600	67.5%	1.4%
	178523	18	4	7.086					\$150	\$1,063	0%	100%		-25%	-10%	0%	\$101	\$717	67.5%	0.6%
	178524	18	5	9.884					\$150	\$1,483	0%	100%		-25%	-10%	0%	\$101	\$1,001	67.5%	0.9%
	178525	18	6	0.768					\$150	\$115	0%	100%		-25%	-10%	0%	\$101	\$78	67.5%	0.1%
	178526	18	7	4.442					\$150	\$666	0%	100%		-25%	-10%	0%	\$101	\$450	67.5%	0.4%
	178527	18	8	0.910					\$150	\$137	0%	100%		-25%	-10%	0%	\$101	\$92	67.5%	0.1%
	178528	18	9	5.324					\$150	\$799	0%	100%		-25%	-10%	0%	\$101	\$539	67.5%	0.5%
SPTCo. CA V-114; Rps ID # 14598	178529	18	10	2.084	2	California - Nevada state line	range	\$150	\$313	0%	100%	-25%		-10%	0%	\$101	\$211	67.5%	0.2%	
	178530	18	11	5.303				\$150	\$795	0%	100%	-25%		-10%	0%	\$101	\$537	67.5%	0.5%	
	178531	18	12	2.837				\$150	\$426	0%	100%	-25%		-10%	0%	\$101	\$287	67.5%	0.2%	
	178532	18	13	3.818				\$150	\$573	0%	100%	-25%		-10%	0%	\$101	\$387	67.5%	0.3%	
	178533	18	14	8.037				\$150	\$1,206	0%	100%	-25%		-10%	0%	\$101	\$814	67.5%	0.7%	
	165897	1	1	3.309				\$250	\$827	0%	100%	-25%		-10%	0%	\$169	\$558	67.5%	0.5%	
	165898	1	2	5.888				\$250	\$1,472	0%	100%	-25%		-10%	0%	\$169	\$994	67.5%	0.9%	
	165899	1	3	9.556				\$250	\$2,389	0%	100%	-25%		-10%	0%	\$169	\$1,613	67.5%	1.4%	
	165900	1	4	9.201				\$250	\$2,300	0%	100%	-25%		-10%	0%	\$169	\$1,553	67.5%	1.3%	
	165901	1	5	1.474				\$250	\$369	0%	100%	-25%		-10%	0%	\$169	\$249	67.5%	0.2%	
	165902	1	6	10.331				\$250	\$2,583	0%	100%	-25%		-10%	0%	\$169	\$1,743	67.5%	1.5%	
	165903	1	7	10.331				\$250	\$2,583	0%	100%	-25%		-10%	0%	\$169	\$1,743	67.5%	1.5%	
	165904	1	8	5.882				\$250	\$1,471	0%	100%	-25%		-10%	0%	\$169	\$993	67.5%	0.9%	
	165905	1	9	2.784				\$250	\$696	0%	100%	-25%		-10%	0%	\$169	\$470	67.5%	0.4%	
SPTCo. CA V-114; Rps ID # 14598	165906	1	10	10.382	2	California - Nevada state line	range	\$250	\$2,596	0%	100%	-25%		-10%	0%	\$169	\$1,752	67.5%	1.5%	
	165907	1	11	9.470				\$250	\$2,368	0%	100%	-25%		-10%	0%	\$169	\$1,598	67.5%	1.4%	
	165908	1	12	5.179				\$250	\$1,295	0%	100%	-25%		-10%	0%	\$169	\$874	67.5%	0.7%	
	165909	1	13	0.295				\$250	\$74	0%	100%	-25%		-10%	0%	\$169	\$50	67.5%	0.0%	
	165910	1	14	0.055				\$250	\$14	0%	100%	-25%		-10%	0%	\$169	\$9	67.5%	0.0%	
	165911	1	15	4.854				\$250	\$1,214	0%	100%	-25%		-10%	0%	\$169	\$819	67.5%	0.7%	
	165912	2	1	5.165				\$250	\$1,291	0%	100%	-25%		-10%	0%	\$169	\$872	67.5%	0.7%	
	165913	2	2	8.609				\$250	\$2,152	0%	100%	-25%		-10%	0%	\$169	\$1,453	67.5%	1.2%	
	165914	2	3	2.163				\$250	\$541	0%	100%	-25%		-10%	0%	\$169	\$365	67.5%	0.3%	
	165915	2	4	10.262				\$250	\$2,566	0%	100%	-25%		-10%	0%	\$169	\$1,732	67.5%	1.5%	
	165916	2	5	6.710				\$250	\$1,678	0%	100%	-25%		-10%	0%	\$169	\$1,132	67.5%	1.0%	
	165917	2	6	3.359				\$250	\$940	0%	100%	-25%		-10%	0%	\$169	\$667	67.5%	0.5%	
	165918	2	7	3.443				\$250	\$861	0%	100%	-25%		-10%	0%	\$169	\$581	67.5%	0.5%	
	165919	2	8	10.353				\$250	\$2,588	0%	100%	-25%		-10%	0%	\$169	\$1,747	67.5%	1.5%	
165920	2	9	6.520	\$250	\$1,630	0%	100%	-25%	-10%	0%	\$169	\$1,174		67.5%	1.0%					
165921	2	10	10.572	\$250	\$2,643	0%	100%	-25%	-10%	0%	\$169	\$1,784		67.5%	1.5%					
165922	2	11	20.171	\$250	\$5,043	0%	100%	-25%	-10%	0%	\$169	\$3,404		67.5%	2.9%					

Property Description (1)				Value Segment (2)		Across the Fence (3)		Non-Corridor Highest and Best Use (4)		Adjustments to Across the Fence Value		Value (8)					
165923	2	12	2,175	California - Nevada state line	South side Wendel	range	\$250	\$544	0%	100%	-25%	-10%	0%	\$169	\$367	67.5%	0.3%
165924	3	1	4,886				\$250	\$1,222	0%	100%	-25%	-10%	0%	\$169	\$825	67.5%	0.7%
165925	3	2	10,408				\$250	\$2,602	0%	100%	-25%	-10%	0%	\$169	\$1,756	67.5%	1.5%
165926	3	3	2,055				\$250	\$514	0%	100%	-25%	-10%	0%	\$169	\$347	67.5%	0.3%
165927	3	4	8,736				\$250	\$2,184	0%	100%	-25%	-10%	0%	\$169	\$1,474	67.5%	1.3%
165928	3	5	10,263				\$250	\$2,566	0%	100%	-25%	-10%	0%	\$169	\$1,732	67.5%	1.5%
165929	3	6	0,226				\$250	\$57	0%	100%	-25%	-10%	0%	\$169	\$38	67.5%	0.0%
165930	3	7	6,644				\$250	\$1,661	0%	100%	0%	-100%	0%	\$0	\$0	0.0%	0.0%
165931	3	8	5,151				\$250	\$1,288	0%	100%	-25%	-10%	0%	\$169	\$869	67.5%	0.7%
165932	3	9	16,508				\$250	\$4,127	0%	100%	-25%	-10%	0%	\$169	\$2,786	67.5%	2.4%
165933	4	1	5,284	\$250	\$1,321	0%	100%	-25%	-10%	0%	\$169	\$892	67.5%	0.8%			
165934	4	2	12,141	\$250	\$3,035	0%	100%	-25%	-10%	0%	\$169	\$2,049	67.5%	1.8%			
165935	4	3	8,643	\$250	\$2,161	0%	100%	-25%	-10%	0%	\$169	\$1,459	67.5%	1.3%			
165936	4	4	11,777	\$250	\$2,944	0%	100%	-25%	-10%	0%	\$169	\$1,987	67.5%	1.7%			
165937	4	5	8,284	\$250	\$2,071	0%	100%	-25%	-10%	0%	\$169	\$1,398	67.5%	1.2%			
165938	4	6	14,694	\$250	\$3,674	0%	100%	-25%	-10%	0%	\$169	\$2,480	67.5%	2.1%			
165939	4	7	1,353	\$250	\$338	0%	100%	-25%	-10%	0%	\$169	\$228	67.5%	0.2%			
165940	4	8	7,010	\$250	\$1,753	0%	100%	-25%	-10%	0%	\$169	\$1,183	67.5%	1.0%			
165941	4	9	4,408	\$250	\$1,102	0%	100%	-25%	-10%	0%	\$169	\$744	67.5%	0.6%			
165942	4	10	3,014	\$250	\$754	0%	100%	-25%	-10%	0%	\$169	\$509	67.5%	0.4%			
165943	4	11	3,075	\$250	\$769	0%	100%	-25%	-10%	0%	\$169	\$519	67.5%	0.4%			
165944	4	12	2,166	\$250	\$542	0%	100%	-25%	-10%	0%	\$169	\$366	67.5%	0.3%			
165945	4	13	2,710	\$250	\$678	0%	100%	-25%	-10%	0%	\$169	\$457	67.5%	0.4%			
165946	4	14	5,871	\$250	\$1,468	0%	100%	-25%	-10%	0%	\$169	\$991	67.5%	0.8%			
165947	4	15	5,630	\$250	\$1,408	0%	100%	-25%	-10%	0%	\$169	\$960	67.5%	0.8%			
165948	4	16	0,909	\$250	\$227	0%	100%	-25%	-10%	0%	\$169	\$153	67.5%	0.1%			
165949	4	17	4,499	\$250	\$1,125	0%	100%	0%	0%	-100%	0%	\$0	\$0	0.0%	0.0%		
165950	5	1	9,642	3	South side Wendel	residential	\$3,500	\$33,747	25%	75%	0%	0%	-100%	\$0	\$0	0.0%	0.0%
165951	5	2	4,085				\$3,500	\$14,298	25%	75%	-35%	0%	-50%	\$1,291	\$5,272	36.9%	4.5%
165952	5	3	5,420				\$3,500	\$18,970	25%	75%	-35%	0%	-50%	\$1,291	\$6,996	36.9%	6.0%
165953	5	4	3,974				\$3,500	\$13,909	25%	75%	-35%	0%	-50%	\$1,291	\$5,129	36.9%	4.4%
165954	5	5	8,662				\$3,500	\$30,317	25%	75%	-35%	0%	-50%	\$1,291	\$11,179	36.9%	9.6%
165955	5	6	0,117				\$3,500	\$410	25%	75%	0%	0%	-100%	\$0	\$0	0.0%	0.0%
165956	5	7	4,546				\$3,500	\$15,909	25%	75%	0%	0%	-100%	\$0	\$0	0.0%	0.0%
167100	5	4	18,150				\$3,000	\$54,450	10%	90%	-35%	-10%	-100%	\$0	\$0	0.0%	0.0%
167101	5	5	5,000				\$3,000	\$15,000	10%	90%	-35%	-10%	0%	\$1,850	\$9,248	61.7%	7.9%
167102	5	8	12,770				\$3,000	\$38,310	10%	90%	-35%	-10%	-100%	\$0	\$0	0.0%	0.0%
167103	5	9	3,000	\$3,000	\$9,000	0%	100%	-25%	-10%	0%	\$2,025	\$6,075	67.5%	5.2%			
167104	5	10	3,060	\$3,000	\$9,180	0%	100%	-25%	-10%	0%	\$2,025	\$6,197	67.5%	5.3%			
Total						\$666		\$356,558		Across the Fence Value		-67.3%		\$218	\$116,679	32.7%	100%
Non-Corridor Value (STB Standard)																	
(1) Description and land area per Ledger Value data.																	
(2), (3) Value Segments using across the fence land use per aerial photos and previous field inspections.																	
(4) Highest and best use for non-corridor real estate development/use(s). Percentage of value segment.																	
(5) stand-alone = no adjustment; combine = 1/4 (25%) to 1/3rd (33%) adjustment																	
(6) access, topography, shape etc.																	
(7) external influences; + = positive demand/use factors; - = negative demand/use factors.																	
(8) Assumes marketable equivalent title, no impacts from environmental conditions.																	

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

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STRUCTURE ABBREVIATIONS

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

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

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

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

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

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

Tunnel Type	Tunnel Description
CLTU	Concrete Lined Tunnel
CRSH	Concrete Rock Shed
CSSH	Concrete Snow Shed
NRTU	Natural Rock Tunnel
SLTU	Shotcrete Lined Tunnel
SSTU	Steel Sets Tunnel
TCTU	Timber Concrete Tunnel
TSTU	Timber Sets Tunnel

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229A

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TRAFIC SIGNAL
STOP SIGN
CANTILEVER

WINNEMUCCA SUBDIVISION (0779)

Mile Post	Rule 6.3	CP #s	Radio Display: Winnemucca to Gerlach -2424 Gerlach to Portola -2727		Sta. #s	Siding Feet	
			WEST	EAST			
			▼ STATIONS	▲			
532.1	CTC	F532	WINNEMUCCA	BT	UX426	N10007	
530.8		F531				S7091	
530.7		F530	(12.3)				
519.8		F520	RAGLAN		PX440	6223	
518.5		F518	(10.6)				
509.2		F509	GASKELL		PX450	6249	
507.9		F508	(12.0)				
497.2		F497	JUNGO		PX461	6140	
496.0		F496	(9.0)				
488.2		F488	ANTELOPE		PX471	6246	
487.0		F487	(8.2)				
480.0		F480	FLOKA		PX479	6163	
478.7		F479	(8.8)				
471.2		F471	RONDA		PX488	6246	
469.9		F470	(9.3)				
461.9		F462	CHOLONA		PX497	6243	
460.6		F461	(10.0)				
451.9		F452	TREGO		PX507	6220	
450.6		F451	(13.3)				
438.6		F439	GERLACH	T	PX520	6380	
437.3		F437	(7.1)				
431.5		F432	PHIL		PX528	6245	
430.3		F430	(14.6)				
416.9		F417	REYNARD		PX542	5739	
415.7		F416	(11.5)				
405.4		F406	SANO		PX554	6235	
404.1		F404	(11.0)				
394.4		F394	SAND PASS		PX565	6234	
393.1		F393	(10.1)				
384.3		F384	FLANIGAN		PX574	6258	
382.9		F383	(12.2)				
372.1		F372	HERLONG		PX587	4279	
371.2		F371	(8.9)				
363.2		F363	DOYLE		PX596	6456	
361.9		F362	(11.0)				
352.2		F352	CP F352				
			(6.0)				
346.2		F346	SCOTTS		PX613	6213	
344.9		F345	(4.7)				
341.5		F341	RENO JCT.	T	PX616	6131	
			(1.8)				
339.7		F340	CHILCOOT		PX619	6342	
338.6		F338	(11.6)				
328.1		F328	HAWLEY		PX631	5857	
328.9		F327	(5.8)				
322.3		F322	PORTOLA	B	PX637	10748	
(209.6)							
SI-01 MAIN TRACK AUTHORITY							
CTC between: MP 532.1 and MP 322.3.							

SI-02 MAXIMUM SPEED TABLE

Maximum Speed MPH

Between Mileposts
532.1 and 322.3

(Except as Below).....	70
521.8 and 520.9.....	60
510.4 and 509.9.....	65
495.7 and 494.5.....	40
494.5 and 489.9.....	35
489.9 and 488.3.....	50
488.3 and 481.1.....	60
481.1 and 480.1.....	55
441.5 and 437.3.....	60
434.1 and 429.5.....	60
404.7 and 399.9.....	55
399.9 and 397.7.....	50
397.7 and 397.0.....	35
397.0 and 395.4.....	30
395.4 and 390.7.....	35
390.7 and 387.4.....	50
387.4 and 384.0.....	60
372.7 and 369.4.....	60
363.8 and 353.8.....	60
353.8 and 348.4.....	40
348.4 and 347.6.....	35
347.6 and 343.7.....	40
343.7 and 341.5.....	50
324.1 and 322.3.....	30

Note: Where no permanent or temporary speed restrictions are in effect for freight trains, UPRR Passenger Trains may operate at 10 MPH above maximum speed for freight trains not to exceed 79 MPH.

SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed MPH

- Thru Sidings & Turnouts
Winnemucca: South Passing Track..... 10
North Passing Track..... 20
- Dual Control Switch Turnouts
CP F341 Reno Jct..... 10
CP F384 Flanigan to Modoc Sub..... 20
- Misc. Speed Restrictions (No Exceptions)

SI-04 MAIN TRACK DESIGNATIONS - None.

SI-05 MILEPOST EQUATIONS - None.

SI-06 RCL OPERATIONS - None.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS

(#) 521.4	(#) 456.0	(#) 387.1
(#) 503.9	(#) 434.5	(#) 358.3
(#) 475.1	(#) 412.8	(#) 335.9

SI-08 RULES ITEMS - None.

SI-09 FRA EXCEPTED TRACKS

PX520: 125 east leg of wye; 126 west leg of wye;
014-015, 532, 534, 720.

SI-10 BUSINESS TRACKS

Track Name	MP	STA. #S
Marcus	525.8	UX432
Pozla	348.9	PX610

WINNEMUCCA SUBDIVISION (0779)

5

SI-11 INDUSTRIAL LEADS

Loyalton Industrial Lead: (0780)
Hawley to Loyalton 12.3 miles;
MP 0.0 and MP 12.3 - 5 MPH. Derail at MP 12.2.
FRA Excepted Track MP 0.0 to MP 12.3.

Business Tracks	MP	Sta.#s
Loyalton	11.8	PL512

Flanigan Industrial Lead: (0855)
23.8 miles west from Flanigan to MP 360.1 end of track. Radio Display 9696.
Flanigan MP 384.4 = MP 336.3 (start of Ind. Ld.).
Wendel: All yard trks 5 MPH.
North and south legs of wye to MP 360.0. Within these limits operation is joint with Sierra Pacific Industries.
Juniper: all trks Calandor Pine 5 MPH.

Maximum Speed	MPH
Between Mileposts	
336.3 and 360.1	
(Except as Below).....	25
358.6 and 359.0.....	10

Business Tracks	MP	Sta.#s
Herlong	349.8	PX587
Wendel	358.7	OY168

SI-12 TONNAGE RESTRICTIONS/TPOB

Maximum Gross Weight: 158 Tons

SI-13 TRAIN MAKE-UP RESTRICTIONS

Westward trains may entrain loaded single-platform Two-axle Front Runner cars and loaded five-platform articulated single-level spine cars ahead of 5,500 trailing tons between Reno Jct. and Portola. These cars must be switched back to the rear 5,500 tons of the train before departing Portola.

SI-14 MISC. INSTRUCTIONS

Derails (Rule 8.20) in service at following sidings:
Raglan - east end;
Chilcoot - west end;
Gerlach - east and west end.

CERTIFICATE OF SERVICE

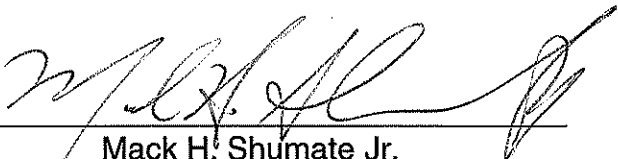
OF THE

UNION PACIFIC RAILROAD COMPANY'S REPLY TO NEVADA CENTRAL
RAILROAD'S MOTION TO EXTEND TOLLING PERIOD AND COMPEL

The undersigned hereby certifies that a copy of the foregoing Notice in Docket No. AB-33 (Sub-No. 230X) for the Flanigan Industrial Lead in Washoe County, Nevada and Lassen County, California; and of the Susanville Industrial Lead in Lassen County, California was served by first class mail on the 11th day of April, 2008 on the following:

Mr. Robert Alan Kemp, Chairman & CEO
Aviation Technologies, Ltd.
Acting Representative and Legal Resident Agent for:
Nevada Central Railroad
4959 Talbot Lane, Unit No. 69
Reno, NE 89509

Dated this 11th day of April, 2008


Mack H. Shumate Jr.